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TECHNOLOGY DEPARTMENT

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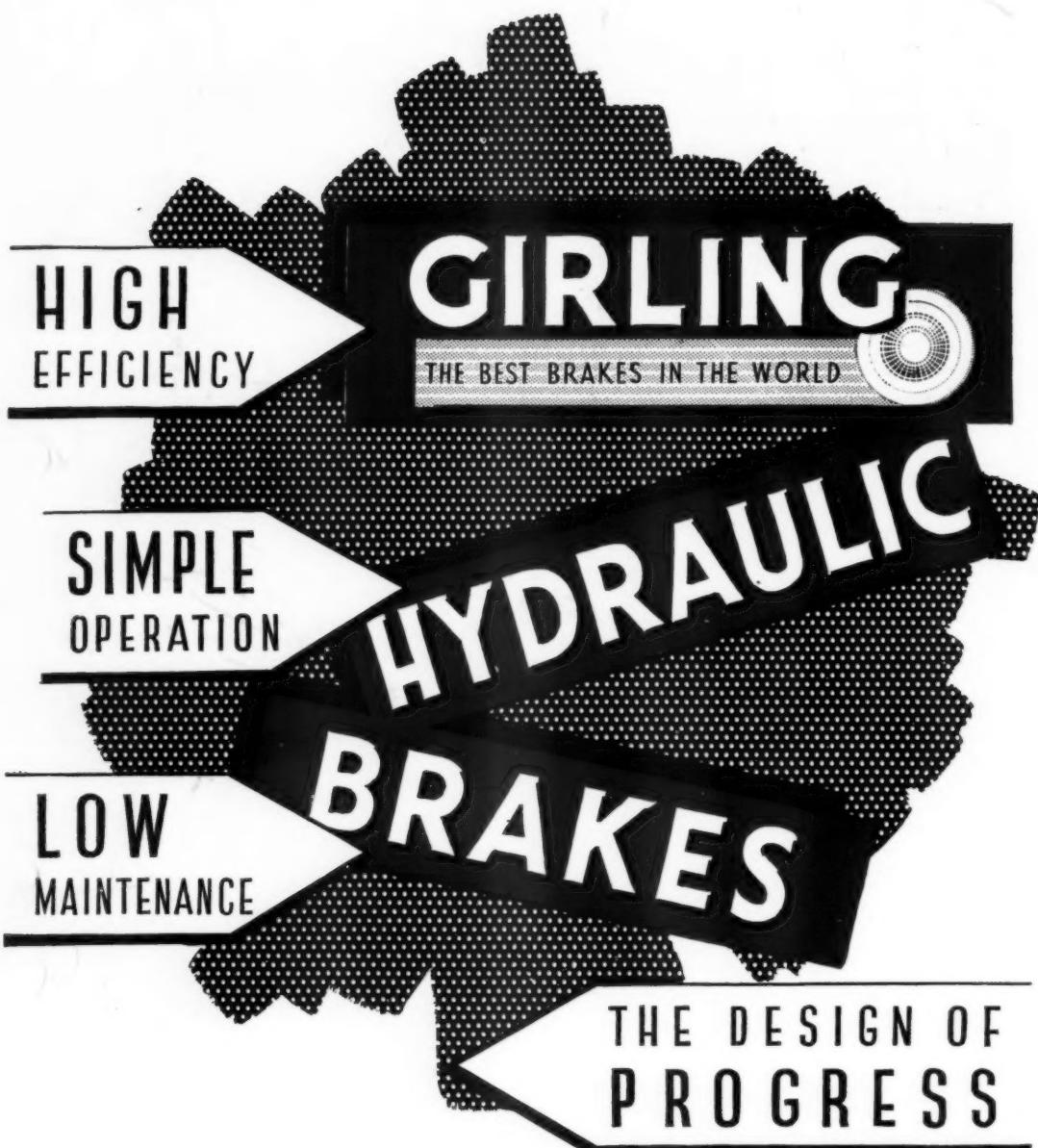
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C.C.41

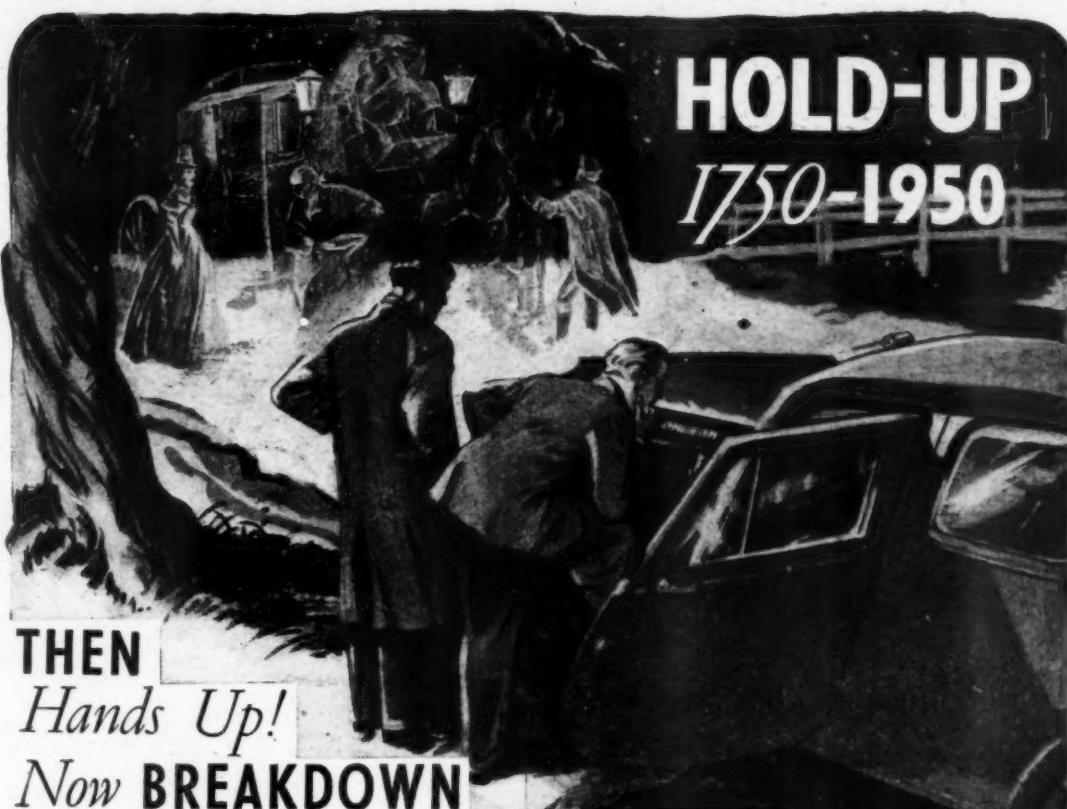


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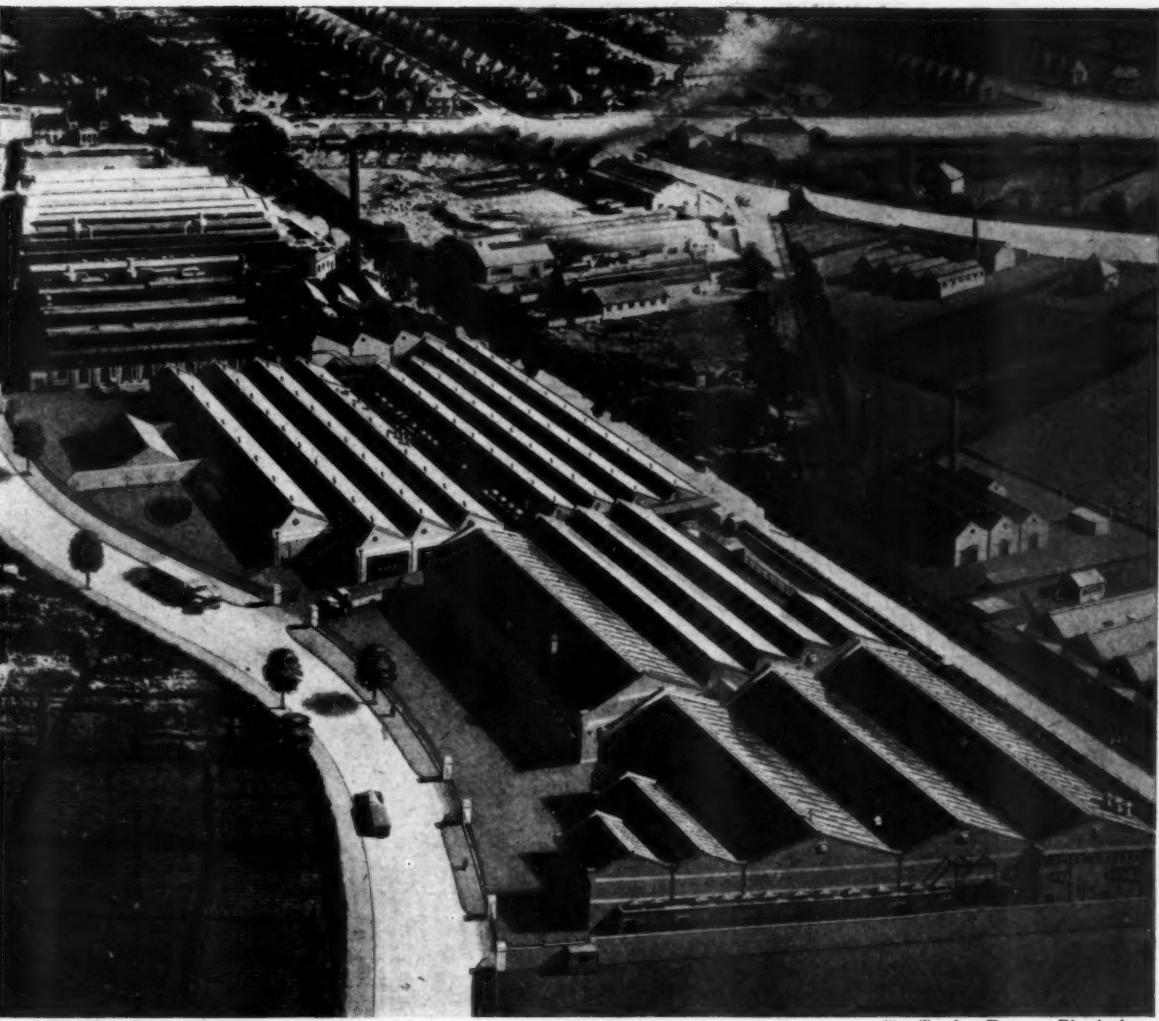
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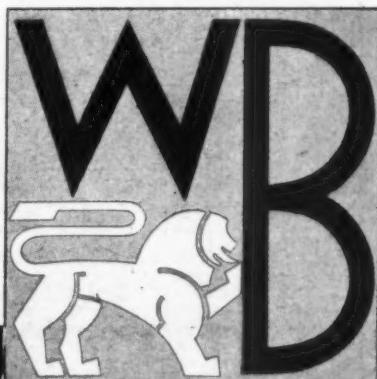
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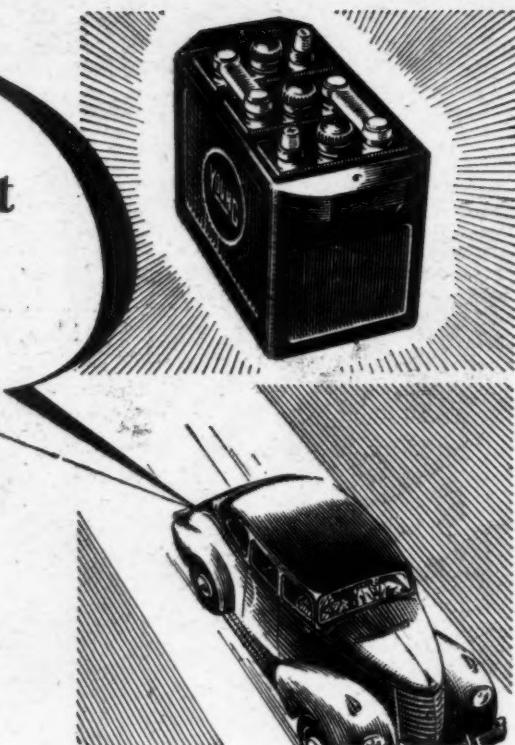


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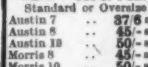
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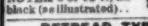
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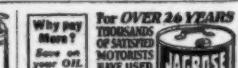
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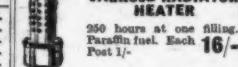
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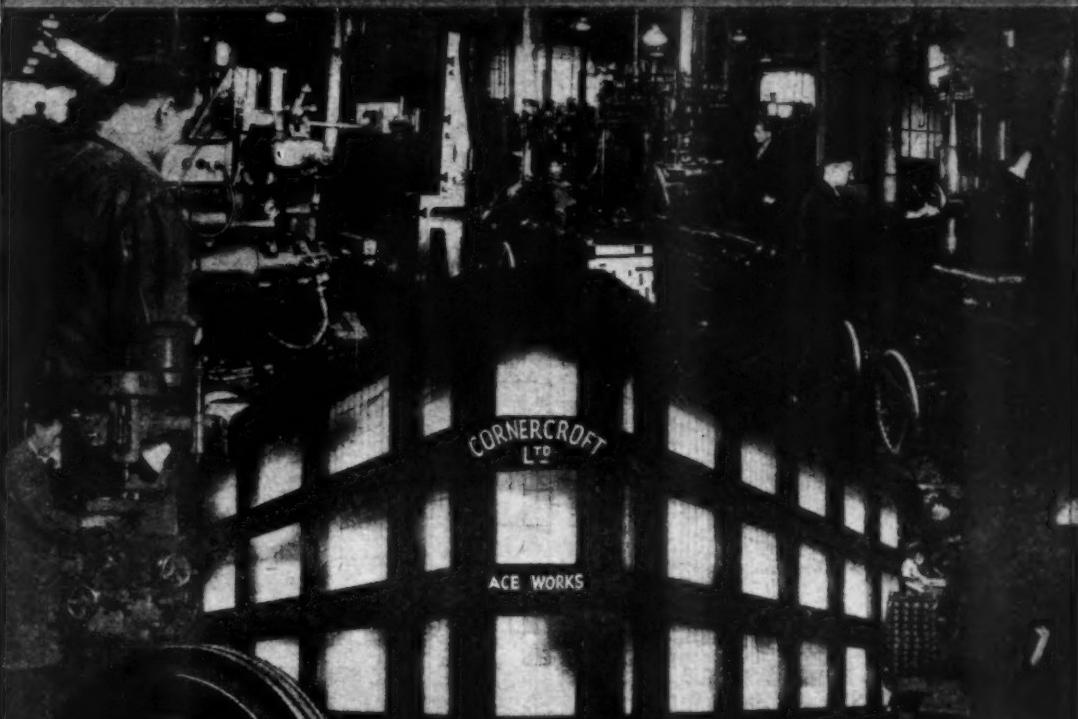
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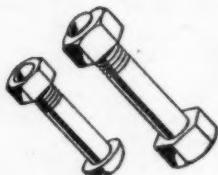
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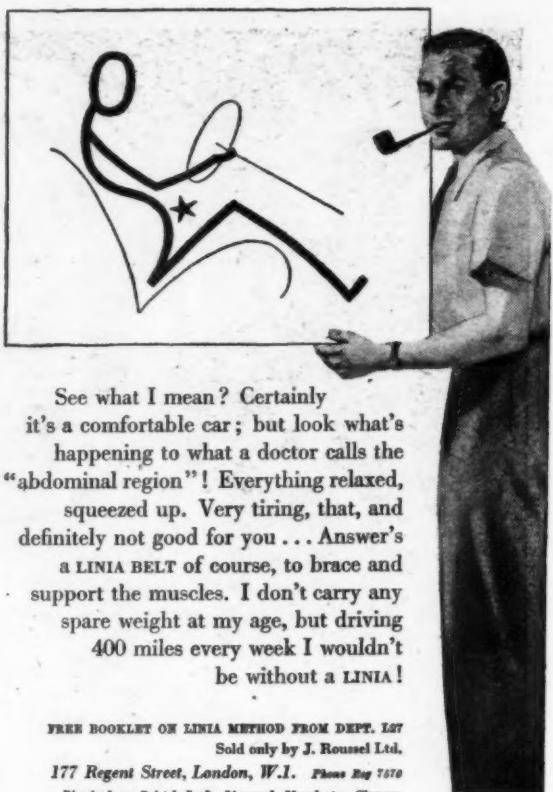
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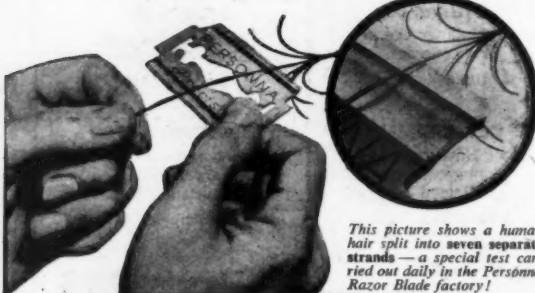
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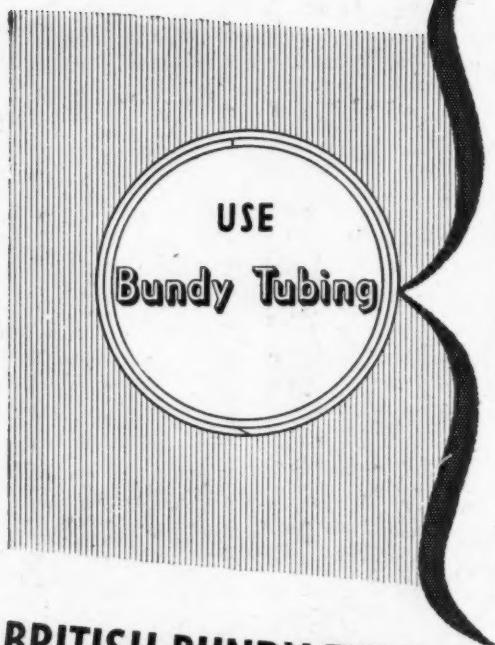
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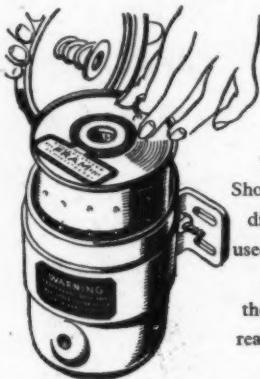
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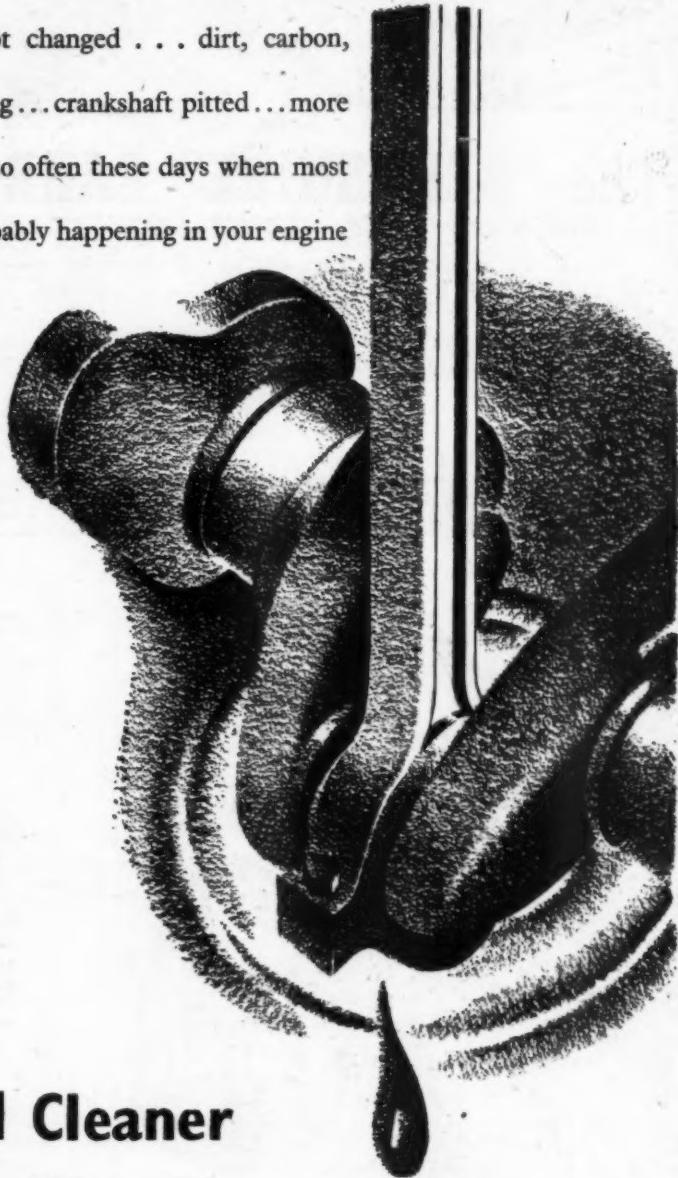
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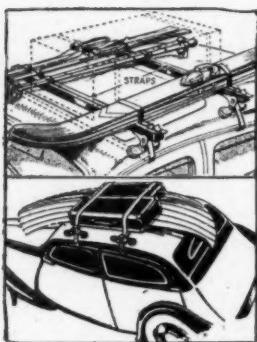


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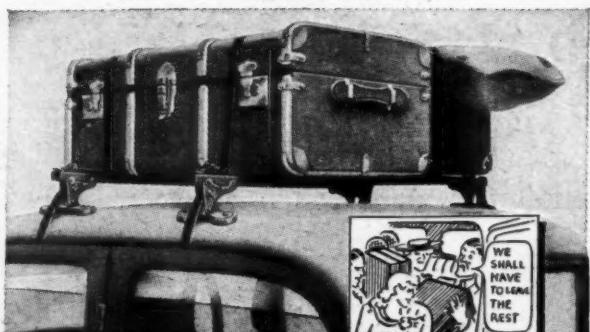
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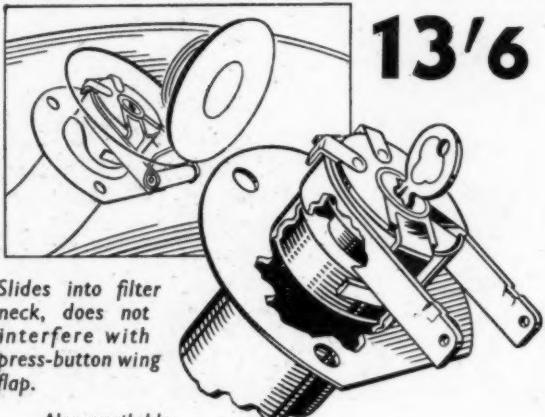
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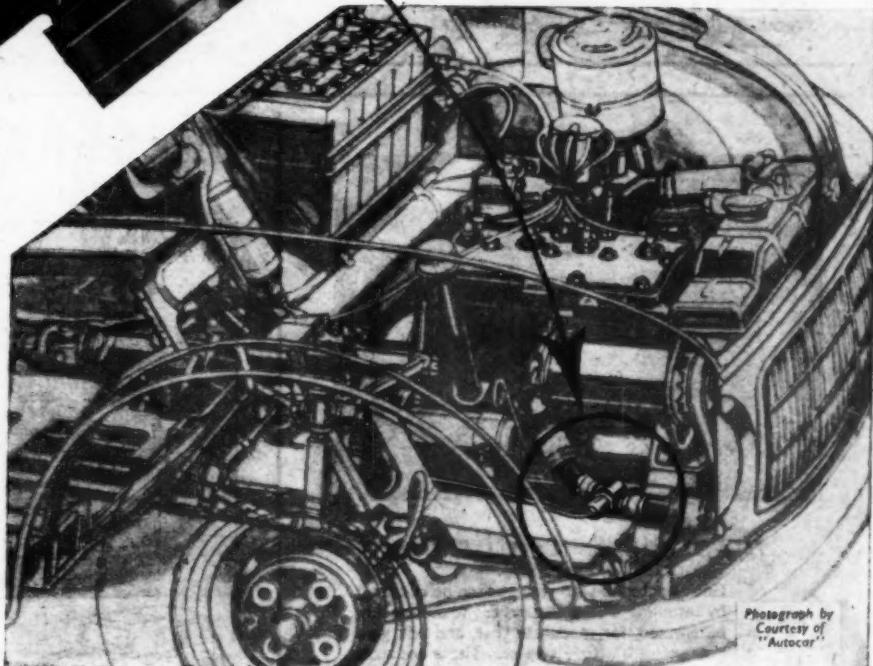
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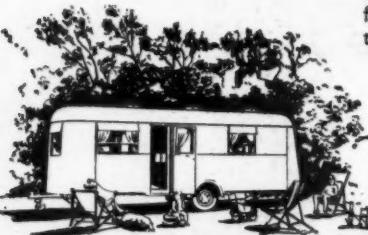
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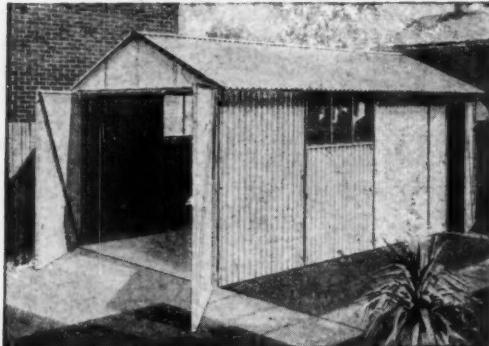
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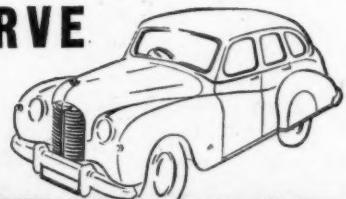
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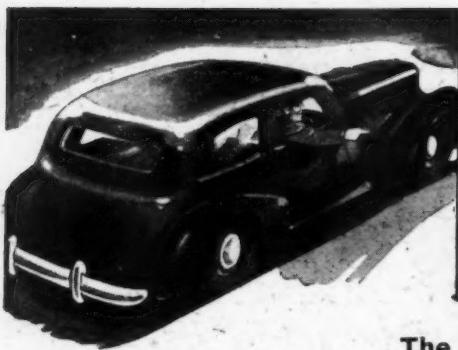
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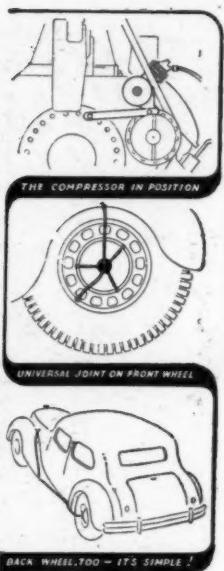
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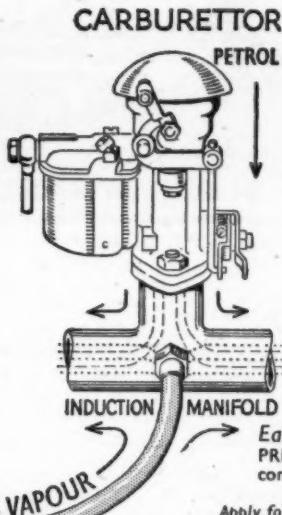


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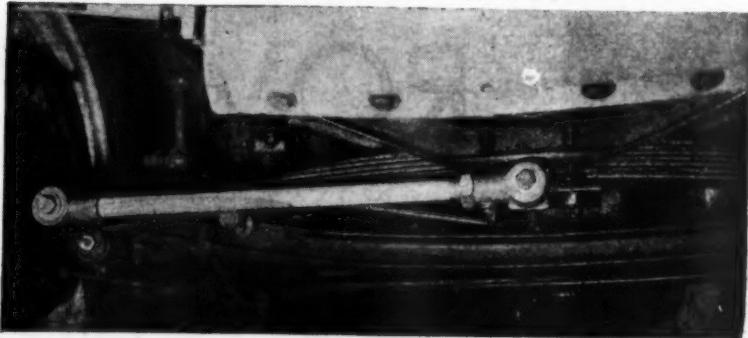
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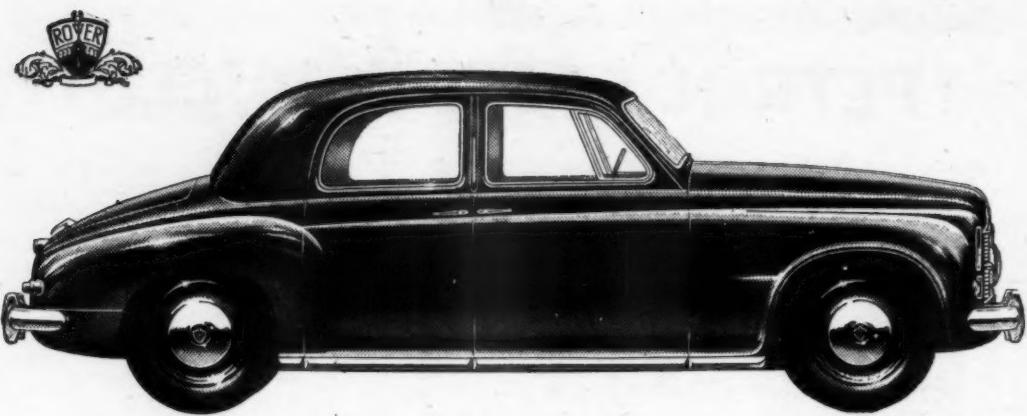
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The Autocar

FOUNDED 1895

No. 2833

FRIDAY, FEBRUARY 17, 1950

Vol. XCV

Après le Déluge, Nous

SLIGHTLY altered, Madame de Pompadour's epigram aptly covers the abject position of Britain at the end of the petrol queue, for the new Australian Government has fulfilled its pledge to de-ration the vital fluid. We do not propose to reiterate the wearisome argument that has been put forward so many times against the niggardly standard ration in this country, but we do intend to call attention to the insinuation behind the wording of the statement from 10, Downing Street, issued on February 8:—

"So far as the United Kingdom is concerned, no further economies in dollar imports can be achieved which would make dollars available for increased petrol consumption without grave interference with supplies of vital foodstuffs or raw materials."

The prior position given to the words "vital foodstuffs" in this statement appears, on the face of it, to be spiteful, for it will be news to motorists that Virginia tobacco and celluloid film strip are desirable dietary items, even to a Food Minister with such a curious palate as Mr. Strachey possesses. Industry will also wonder how many bridges have been built of celluloid and how many cigarettes it takes to make a locomotive.

Much play is made by politicians of the "dollar element" in sterling oil, and it is opportune to recall the investigations made by the Civil Service Motoring Association on this subject, in view of Ministerial reticence in quoting a figure. The C.S.M.A. found that a "standard only" motorist with a car of less than 9 h.p. involved the country in a dollar expenditure of 7.86d per month, roughly 7s 10d per annum, and Mr. Gaitskell was never able satisfactorily to refute this figure. If this is "fair shares" for the motorist as against the smoker and film-goer, our sense of fairness has gone sadly adrift, for we consider it the reverse.

As Mr. Churchill as good as said at Plymouth on February 9, the Government's manipulations of Britain's oil supply are such that no one knows all the facts. But the promise that a Tory government would review the unhappy lot of the motorist and try to improve it must warm many 90-miles-a-month hearts.

Another Record Year

IT is always pleasant to be confuted when the confutation is of benefit to all concerned; as a result, everyone will rejoice that the much-feared recession in car exports still shows no sign of arrival; 1949 was another record year.

Great Britain now occupies the supreme position as the world's largest exporter of cars and commercial vehicles, statistical illustration of which will be found on another page. This is a great achievement, just that bit greater than the achievement of 1948, in which she led the world in the export of cars only, but stood second in commercial vehicles. To hold that position is now the industry's aim, and one can forgive the satisfaction which the S.M.M.T. is rightly feeling at the moment; few who heard the S.M.M.T. director say, "Whatever happens at the General Election, we shall go on," failed to share the pride with which this statement of aims was made. Even journalists are human, and this was a journalistic occasion.

Last week *The Autocar* took stock of the export position and endeavoured to render service by voicing consumer criticisms of British cars overseas; this week it gives details of the industry's April venture in the most coveted market—the U.S.A. The exhibition of British cars in New York, a bigger and better display than last year's, is imaginative and enterprising, and we have no doubt that the American public will appreciate the commercial courage which inspires it. In the meantime the motor industry continues to hum, to the tune of 450,000 cars in 1950, and, we hope, to the full potential output of 600,000 in 1951. For in that year the new sheet steel mill at Margam comes into operation, and as a result the last of the raw material handicaps to full-scale production will disappear.

FUEL AND THE AUTOMOBILE

THE TREND OF PROGRESS TOWARDS HIGHER OCTANE NUMBERS

The author, who is a member of the technical division of the Regent Oil Company, also has practical experience of development work in both the automobile and the aviation industries and therefore writes with an appreciation of fuel problems as seen by both the engine designer and the fuel technologist.

IT is not the purpose of this article to delve into the fascinating habits of the petroleum technologist or the infinite capacity of hydrocarbons for rearrangement, but rather to attempt to describe the fuel situation as it is in simple terms and outline the method of measuring and evaluating fuel performance in relation to the car engine.

Mankind has an inescapable predilection for hot air and the development of the internal combustion engine is just one more manifestation of this conceit. Air is free and abundant but heat energy as supplied by the combustion of fuel is neither.

The engineer's duty is thus very simple—his design to be efficient must inhale the maximum quantity of air which, mixed with the minimum quantity of fuel, will liberate the maximum quantity of heat energy, until the engine gets hotter than the materials can stand or too expensive for the customer to afford. The petroleum technologist must provide at the cheapest price a combustible fluid of optimum

PETROL VOLATILITY	
0% VOL. EVAP. 70°C MAX.
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FINAL BOILING POINT 205°C MAX.

A tabulation which illustrates the volatility characteristics of a petrol sample. The fuel technologist blends the petrol to give the best characteristics for the type of engine and climatic conditions in which it has to be used.

heat energy which can be handled by the automobile engineer within the limits of his design.

Disregarding the obvious and less important characteristics of the fuel, the three outstanding requirements to satisfy the above are its heat energy, volatility and anti-knock rating.

The heat energy or calorific value of the fuel is measured in the laboratory in a bomb calorimeter and generally expressed in the usual thermal units of B.T.U.s per lb or gallon. All other things being equal, the higher the calorific value the less fuel will be required by the engine to produce a given power. In order to utilize this heat energy within the limits prescribed by the engine design, the fuel must be injected into the engine in easily combustible, i.e., vaporized, form. Petroleum spirit is composed of various hydrocarbons of different boiling characteristics and the degree of vaporization, i.e., volatility, is reflected by the distillation range, which indicates the quantity which will evaporate at various temperatures in a standard apparatus, as shown in the accompanying tabulation.

The volatility of the fuel needs to be balanced to ensure that it is high enough to provide good starting and acceleration, but does not evaporate too rapidly in the carburetor and fuel lines, and cause vapour-locking troubles. In certain parts of the world climatic extremes necessitate the distribution of more volatile fuel in the winter than in the summer, but the complication is not so vital in this country owing to the difficulty in distinguishing between the two seasons!

The performance of an engine is measured in terms of mechanical, volumetric and thermal efficiency. That proportion of the heat energy of the fuel liberated by the

combustion of the fuel-air mixture which goes to turn the crankshaft round, compared with the amount which goes to heat the exhaust and coolant system, is the thermal efficiency. The more the mixture is compressed before it is burned, the higher the temperature will be afterwards, and so will the thermal efficiency, all other things being constant. However, raising the compression ratio introduces the oil companies' Achilles heel, namely, detonation.

Before the development of standard knock rating methods around the 1920s, the average fuels in use, which were mainly paraffinic, probably varied between 40 to 60 octane, and detonation, knocking, pinking, call it what you will, was recognized very early in the development of the internal combustion engine and distinguished as a combustion phenomenon which was affected by the fuel and ignition conditions. The generally accepted theory is that following normal ignition of the air-fuel mixture around the plug, the flame spreads through the combustion chamber and under certain conditions its heat of radiation increases the temperature and pressure of the unburned mixture ahead enough to cause its spontaneous ignition. This explosion, of what is termed the end-gas, causes a rapid increase in the rate of pressure rise which results in the distinctive hammer blow sound on the combustion chamber wall. It is the rate of pressure rise, i.e., impact blow, which is accompanied by local high temperatures, more than the maximum pressure, that is mainly responsible for the destructive part of detonation.

On a given fuel, within the limits imposed by other factors governing overall efficiency, combustion temperature and time for the whole affair to develop are the most important elements of detonation. Improvement can therefore be obtained by retardation of ignition timing, decreased coolant and air intake temperatures, enrichment of mixture strength, small cylinders and high engine revolutions. The resistance of the fuel itself to detonation is dependent on its molecular structure and, as would be anticipated, the more compact molecules such as the ring-type aromatics and branched chain-type paraffins, e.g., benzole and iso-octane respectively, are more stable than the straight chain-type paraffins which predominate in a petrol produced by a simple distillation process.

Before discussing the various ways of improving the resistance of fuels to detonation, it is necessary first to describe the development of methods of rating fuels in this respect.

Knock Rating Methods

The most important early work was carried out by Ricardo in the early 1920s. He used a single-cylinder variable compression ratio engine and measured the pinking tendencies of the fuel in terms of highest useful compression ratio (H.U.C.R.). In the United States experimenters had devised many methods of varying merits, and around 1930 the Co-operative Fuel Research Committee was formed to produce order out of chaos. The octane scale proposed by Edgar using a variable compression ratio engine and two reference fuels, namely, iso-octane, because of its high resistance to knock, and n. Heptane for its low resistance to knock, was finally standardized. Arbitrary rating figures of 100 and 0 were given respectively to these two fuels.

Based on the field results of a series of tests with a number of different types of car and fuel in which an average degree of knock comparison was obtained, the C.F.R. engine operating conditions were arranged to rate the fuels in the same order. These conditions were termed the C.F.R. Motor Method.

Briefly, the method of operation is to run the engine in

ENGINE

By C. D. SOLTZ

the standardized test conditions and then increase the compression ratio until the engine knocks on the test fuel. Under the same conditions, the engine is operated on a mixture of iso-octane and heptane to give the same degree of knock and the rating of the test fuel is then expressed as the percentage of iso-octane required in this mixture. For example, if 70 per cent iso-octane and 30 per cent heptane is equal to the test fuel then its octane rating is 70.

Controversy still persists as to the optimum conditions of operation for the C.F.R. engine to ensure correlation with the performance of the fuel in the car on the road. At present, octane ratings are generally expressed and recognized internationally by the C.F.R. Motor Method but there is a strong feeling, particularly in relation to the type of fuel produced by modern refinery methods, that what is termed the C.F.R. Research Method may give a truer road rating. The Research Method rating employs the same engine and the same general method of operation but the engine speed and intake air temperature are reduced. By the Research Method the modern catalytically cracked and reformed type gasolines which contain high proportions of aromatics and olefins are appreciated by comparison with the paraffinic type iso-octane-heptane reference fuels. This appreciation, which may be about seven or more octane numbers, is considered to be substantiated by their performance under most road conditions. For this reason ratings are often expressed by both Motor and Research Methods.

It must be emphasized that laboratory rating in terms of octane number is based on purely empirical standards and is just man's best answer to the problem at the moment.

Improving Quality and Quantity

The realization that the performance of the internal combustion engine was limited by detonation, and that perhaps more than any other variable the fuel was the most important factor, stimulated research by the oil companies, who also realized that their bread and butter lay more in putting "horses under the bonnet" than in "lighting the lamps of China." The first major advance was partly fortuitous. The simplest method of turning the crude into saleable liquids such as petrol, kerosene, gas oil, fuel oil, lubricating oil, and so on, is by distillation. The application of heat to the crude oil causes the various hydrocarbons in the crude to evaporate for subsequent condensation at their respective boiling points. By this method, obviously, the quantity of fuel obtained from the crude of certain volatility is strictly limited and, as the appetite of the motorist increased, the petroleum technologist came to the rescue with the introduction of thermal cracking. This process is simply the conversion of the heavier or higher boiling fuel fractions into the lighter components suitable for gasoline by the application of high temperature and pressure. The reactions which take place also fortunately increase the anti-knock rating of the resultant fuel and the process thus increased both yield and quality.

In the meantime, research by Midgeley and Boyd in the General Motors laboratory showed that certain organometallic materials, when added to the fuel in quite small quantities, considerably increased its anti-knock rating. The product finally adopted as the best compromise, and this still stands today, is tetra ethyl lead. A chemical evacuant is combined with the T.E.L. consisting of a mixture of ethylene dichloride and ethylene dibromide which helps to prevent the formation of solid lead products in the combustion chamber by forming volatile lead chloride and bromide gases which go out through the exhaust. The reactions are far from perfect but by good design, coupled with the skill of the metallurgist, an average car engine can be made to digest small concentrations without reducing unduly the time between top overhauls. A dye has also to be added for reasons of identification.

The introduction of tetra ethyl lead was a major advance, and refinery methods were allied as far as possible to produce fuel having good lead response, i.e., maximum increase in octane rating per c.c. of lead. As an example of the effect, it is possible to raise a good 73 octane straight-run aviation petrol to 100 octane with the addition of 15 c.c. per gallon. However, the practice is not recommended.

Following thermal cracking and the introduction of tetra ethyl lead came the process of catalytic cracking. This was an advance over the normal thermal cracking process in so much as the reactions could be accelerated, the necessity for using high temperatures and pressures obviated and the resultant yield of the higher anti-knock type fuels increased. Octane numbers as high as 90, with excellent lead response characteristics, are produced in comparison with an upper limit of about 75 for the normal thermal cracking process. To meet the demand by the aero engine for still higher octane numbers came the introduction of the alkylation process

APPROXIMATE YIELD OF PRODUCTS FROM 100 GALLONS OF CRUDE

	Gallons
PETROL ...	44
FUEL OIL ...	36
MISCELLANEOUS : COKE, ASPHALT, PARAFFIN WAX, ROAD OIL, ETC.	8
KEROSENE ...	6
LUBRICANTS ...	3
LOSS ...	3

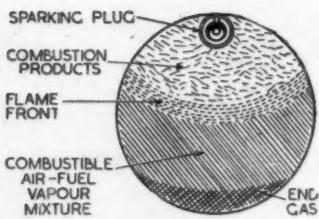
which provided a method of producing iso-octane synthetically within the limits of practical economics.

It will be clear from this brief review of refining processes that from a given amount of crude, increased quantities and quality of motor fuel are obtained only at the expense of other products and by increased workmanship, which usually means price. In a free economy, price and quantity of the various products which can be obtained from the crude can be balanced and adjusted to demand, but in the present planned regimes which exist throughout the world politically stimulated shortages are often produced.

So far, hydrocarbon fuels only have been dealt with as they are the most suitable for the ordinary car, where economy of operation is vital because of their high calorific value. The racing motorist, however, is more concerned with maximum power and his main limitations are usually detonation and cooling. The use of non-hydrocarbon fuels such as the alcohols, acetone and such like, having calorific values around 11,000 B.T.U. per lb as against 19,000 B.T.U. per lb for petrol, is common because of their high knock rating and high latent heats of evaporation—that is capacity for acting as internal coolants. The knock rating of such comparatively low calorific value fuels cannot be accurately assessed in terms of octane numbers as the C.F.R. operating conditions were primarily devised for hydrocarbon fuels only. Approximately double the rate of fuel consumption is required to produce the same power and there is nothing like a large quantity of cold liquid for keeping things cool. On an unsupercharged engine, power is increased owing to the high latent heat of vaporization of the alcohol reducing the temperature and thus increasing the density of the charge, and on a supercharged engine the effect is even greater.

Water, which is fully miscible with the alcohols, is also used to provide additional internal cooling, and the aromatic hydrocarbons such as benzole and toluol can be judiciously blended to improve the volatility and calorific value in order to provide better starting, economy, distribution and acceleration, which might be seriously impaired using alcohol alone. The final blend is best matched to the particular racing engine and the conditions under which it will be used, on the basis of experience.

In the United States today, many engine developments are



The normal process of combustion is illustrated in this diagram which shows how the flame front advances from the sparking plug through a pre-formed combustible mixture. This may increase temperature and pressure in part of the charge, marked as the end gas, so that it ignites spontaneously before the flame front reaches it.

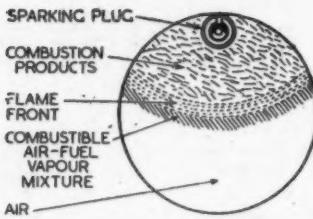
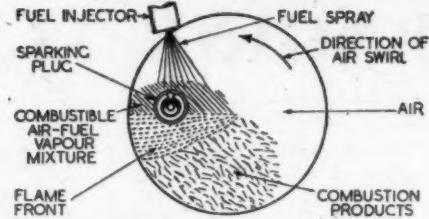


Diagram of a hypothetical combustion process in which the end gas is made vanishingly small and combustible mixture zones of very limited extent are formed to lead the flame across the combustion chamber. This is the theoretical principle on which the Texaco combustion process (see foot of page) has been developed.



The Texaco experimental combustion process depends upon a swirl of air through a shrouded inlet valve sweeping past a fuel injector to meet the advancing flame front situated near the sparking plug. The aim is to maintain a steady flame front near the plug and prevent development of local high pressures leading to detonation.

in hand which may lead to the introduction of much higher anti-knock fuels in the near future. General Motors are already in production with engines having compression ratios around 7.5 to 1 for the Cadillac and Oldsmobile which, it is stated, can with minor modifications be stepped up to 12 to 1 compression ratio to provide fuel consumption economies of around 30 per cent. General Motors policy, which is being followed by the other major U.S. car manufacturers, has naturally caused much heart-burning in the oil industry of the United States, and there is no doubt that it will be many years before fuel of the requisite quality, i.e., about 90 octane, is generally distributed.

Several interesting developments are, however, taking place in the United States which may reduce the delay in the introduction of these high-compression engines both by modification to the engine itself and also by the introduction of dual fuel systems. The oil companies' research laboratories are closely associated with these developments.

It is generally recognized that the octane requirements of the car engine are at a maximum during conditions of large throttle openings and low engine speed. In a recent S.A.E. paper by Mr. Holaday, Director of the Socony Vacuum laboratories, it was stated that a 1948 U.S. car requiring 80 octane fuel to cope with the worst conditions of low speed full throttle operation could operate quite satisfactorily under normal cruising conditions on about 50 octane fuel.

The Socony Vacuum Oil company have developed a dual fuel system which automatically meters a high octane fuel when necessary and a low octane fuel for normal cruising. The system embodies a two-compartment fuel tank, double fuel pump and two separate metering systems and float bowls in the carburetor. Automatic operation is achieved by connecting the induction manifold pressure to a piston operating a contact which energizes a magnetic coil, which in turn opens or closes the requisite metering system. Road tests have indicated that at a manifold vacuum change-over setting of 5.5 to 6 in of mercury, using 80 and 65 octane fuels in the tanks, over city and country driving, only 18 per cent of the 80 octane fuel was used.

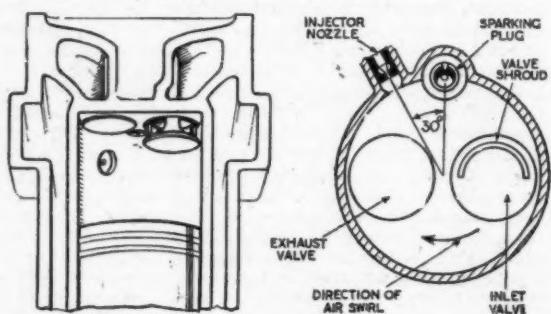
Another type of dual fuel system which is being developed and has been marketed in some states is produced by Thompson Products. The device is known as the Thompson Vitameter and was described in *The Autocar* of June 25, 1948.

The Vitameter is simply a device for introducing a high anti-knock liquid into the induction pipe as demanded by the engine operating conditions. The fuel mixture, called Vitol, consists of a mixture of 85 per cent methanol and 15

per cent water plus 3 c.c. T.E.L. per gallon. The T.E.L. is included to improve the knock rating of the petrol with which it comes in contact, as T.E.L. has no useful effect on alcohol. The Vitol fuel is metered into the normal air-fuel mixture as it enters the intake manifold by an automatically controlled spring-loaded diaphragm connected to a valve operated by the induction manifold pressure. Tests have indicated that with the average U.S. car operating on pump fuel one gallon of Vitol is needed to provide complete knock-free performance over about 500-700 miles of travel.

Both systems outlined above can be used either to allow existing engines to operate for much of their time on lower octane fuels than are used at present or to give satisfactory performance on the high compression ratio engines of the future. If such systems can be successfully applied in collaboration with the oil companies, who will presumably be expected to arrange the distribution of the required fuels, the advent of cars fitted with much higher compression ratio engines giving correspondingly increased performance and lower fuel consumption will be accelerated.

In connection with the engine itself, there is the Texaco combustion process developed by the Texas company and based on the end-gas theory of detonation. One of the diagrams shows the normal process of combustion. The onset of detonation depends on the race between the end-gas reactions and the progress of the flame front. If fuel stability is high enough, the flame front wins before the end-gas explodes spontaneously under the existent temperatures and pressures and there is no detonation. The next diagram illustrates such a process and alongside it is a suggestion for a possible way of achieving a combustion chamber arrangement to produce this end. The air is given a swirling motion and as the first element of fuel is injected forms an ignitable fuel-air mixture. The rest of the fuel is then injected continuously so that a more or less stationary flame front is formed near the spark plug and new combustible mixture arrives as rapidly as it is burned. The injection is terminated after a complete revolution of the swirling air. By this combustion process, it has been stated that detonation can be virtually eliminated even with very low octane number fuels at any practical engine condition.



A sketch of the cylinder head of the experimental C.F.R. single-cylinder engine in which the Texaco combustion process has been developed. The shrouded inlet valve is on the right and the fuel injector can be seen below the exhaust valve on the left. In the plan view is shown the layout of the main components in the cylinder head. The incoming air first sweeps over the exhaust valve and then receives fuel from the injector to form a combustible mixture which advances towards the sparking plug.

NEWS and VIEWS

A "PETROL ELECTION"?—THE PARTIES JOIN BATTLE OVER BASIC ALLOCATION

BY the beginning of the week it was beginning to look as if February 23 might be petrol election day, for motor spirit was looming in importance.

The Conservative leader released the cat among the pigeons at Plymouth. Mr. Churchill said that by skilful management and adjustment of sterling exports of oil it might be possible to augment the meagre ration of many motorists, and it is inexplicable that the Socialists should have allowed the Conservatives to make such an obvious first move.

There was an immediate reaction. Mr. Attlee dismissed the Tory leader's statement as "window-dressing," while Mr. Gaitskell, Minister of Fuel and Power, hastened to join the "me-too-ers," an American term for those who do not want to be left out of the ranks of the public benefactors, and one which, ironically enough, the leading Socialist weekly journal has recently borrowed to describe its opponents. Mr. Gaitskell took on a lofty air, hinting broadly that international oil talks in Washington might lead to prospects of a bigger ration. At the same time he chided Britain for using more oil in 1949 than in 1948.

Mr. Geoffrey Lloyd (Conservative) plunged where his leader had failed to tread by stating that supplies could readily be made available to meet the whole unrationed demand for oil products of Britain and the rest of the Empire.

But it was left to Sir Stafford Cripps to apply Socialist logic to the question, and his answer to a questioner should be read once or twice in order that the full implications of it may be realized. Sir Stafford said that more petrol would mean cutting essential raw materials. A voice cried "What about tobacco?"

"Sir Stafford: 'Are you going to put up the price of tobacco—which we have done fairly terrifically—or let tobacco run short so that there are queues at every place where it can be bought?'

"We believe at the present time there are more people who smoke cigarettes than those who want petrol for motor cars."

Other politicians are also entering the fray, amongst them Mr. Bevin, who said that Mr. Churchill made a "very bad speech about petrol." He repeated the much-criticized statement of the Prime Minister (see page 181) by saying: "... we have to choose between buying petrol and food." It is some satisfaction to motorists who have suffered so long to see that petrol has at last discomfited those who dole it out, if not to the extent that it has discomfited the recipients.

Rally Gastronomique

THE Club des Sans-Club, in association with the Automobile Club de l'Ouest, has organized a 1950 Rally Gastronomique, to commence at Dijon on June 9. British competitors will drive from London to Dover, and from Calais to Le Mans, via Dijon, Vichy, Bordeaux and Cognac. Arrival at Le Mans will be timed so that competitors can see the 24-hour race.

The rally will be interspersed with receptions and banquets, and special

festivities have been organized by the local committees of the Champagne, Cognac and Bordeaux provinces.

Entrance fee is £10 per car, and full details can be obtained from the head office of the Rally Gastronomique 1950, 22, Great James Street, Holborn, London, W.C.1.

M.I.R.A. Chairman

AT a recent council meeting of the Motor Industry Research Association, Mr. Bernard B. Winter was elected chairman in succession to Mr. E. C. Ruffle. Mr. Winter has been engineering director of the Rootes Group for a considerable time, and has taken an active interest in M.I.R.A. since its formation. He was one of the originators of the proving-ground scheme.

NEW YORK SHOW : FULL SPEED AHEAD

UNDER the general theme of "British Craftsmanship on Wheels," preparations for the New York show of British cars (April 15-23) are going on apace. The show is to be staged in New York's Grand Central Palace, the traditional home of American car shows, although all-in car shows in America have not been resumed since the war, manufacturers staging individual displays.

The S.M.M.T. has made a grant of £10,000 towards expenses, and a donation of £2,000 has been made by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, who are also supporting the event; 40,000 sq ft of floor space will house a full exhibition that will be a replica of the London Show on a somewhat smaller scale.

Two committees—one in New York

TWO NEW CROSS-CHANNEL FERRIES

THIS summer will see the introduction of two new cross-Channel services, operated for motorists by the railways, commencing in July and continuing until the end of September. The main addition will be a two-way mid-day service, for motorists exclusively, between Dover and Dunkerque, and the other will be a Southampton to Cherbourg crossing, taking up to 30 cars per sailing.

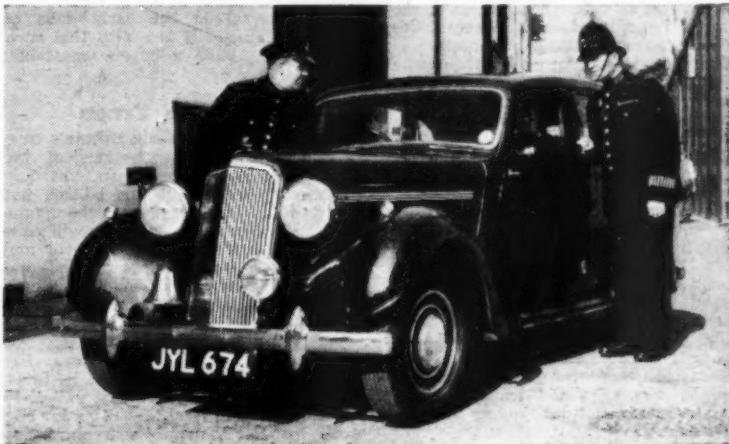
Additional flooring is being fitted to two of the Dover-Dunkerque ferry vessels to enable a further 100 cars to be carried at a time.

German Production

LARGE increases in motor vehicle production in Western Germany are shown for 1949, compared with the previous year. The percentage increase is 257, with a total of 163,516 for 1949, as against 61,294 in 1948, according to figures issued by the Allied Control Commission. In December, 1949, the monthly production of the Volkswagen factory exceeded, for the first time, 5,000 cars.

and the other in this country—are in charge of the organization, the British committee being under the chairmanship of Mr. J. F. Bramley, of the Austin export company. Sir William Welsh, S.M.M.T. North American representative, heads the transatlantic committee. Central purpose of the show will be to emphasize inherent British quality and technical excellence, and the symbol of the show will be a trumpeter.

Among the special exhibits will be the Land Speed Record car of John Cobb—the fastest car on earth—and Major Goldie Gardner's record car. The only two prominent manufacturers who are not showing are Standard and Vauxhall; these firms concentrate their major sales efforts on the Canadian market rather than the American. The Nuffield Organ-



In "The Blue Lamp," a new film from Ealing Studios, London police methods and the work of the patrol cars are featured, with the co-operation of Scotland Yard. The picture shows Jack Warner (right) as a policeman and one of the Yard's Humber Snipes used in the film.

NEWS and VIEWS

ization is not exhibiting Wolseley cars, although all the other representatives of the Organization will be there. The list of car exhibitors will include: Allard, Aston Martin, Austin, Bentley, Daimler, Ford, Healey, Hillman, Humber, Jaguar, Jowett, Lagonda, Morris, M.G., Riley, Rolls-Royce, Rover, Singer, Sunbeam-Talbot.

The Autocar will also have a stand.

Speaking at a Press conference held by the S.M.M.T. in connection with the New York show, the manager of the automotive and aviation department of the American magazine, *The New Yorker*, Mr. Donald Lawder, who is visiting this country, said that British cars were accepted in America by all those who had driven them—"no one regrets that he bought that small car." Mr. Lawder was convinced that there was a growing market in his country, and he praised British industrial representatives for their quick adaptation to the conditions of the American market once they had visited the country. The sales drop that had recently depressed British manufacturers had been inevitable, he said, because previously American cars had not been available; he was surprised that sales had been as good as they had, especially in view of the hesitation owing to devaluation. But in December, always a bad month for car sales in the U.S.A., the

British were on a rising market.

Mr. Lawder maintained that British sales to the tune of, perhaps, 20,000 a year would be "brushed off" by the American manufacturers, who would not regard such sales as a threat, and he quoted a story of Chevrolet executives who said that such a figure could be taken out of the Chevrolet output alone—"that would be no skin off our bones."

Last year's show of British cars had done well in spite of a limited effort, staged in a part of the city that was off the business track. (It was at the Armoury, Lexington Avenue.) Mr. Lawder recalled how the attendance figures had been swelled by talk of the show so that the last day had been a record, and that at a bad time of the year; this year everything was in the show's favour, and he looked forward to British manufacturers reaping a fine dollar reward.

Australian Speed-up

MORE than 200 men will work a six-day week in an all-out effort to have vehicles rolling from the Nuffield assembly works in Sydney by Easter. The main assembly building, measuring 500ft by 190ft, is outwardly complete, but offices and plant have not yet been installed. When the plant opens, vehicles will be spray-painted in 17 minutes.

1949 WAS A RECORD YEAR

NOW that official figures are available, it is confirmed that 1949 was a record export and production year; over 100,000 more vehicles were produced than in 1948, the total being 630,665, made up of 412,000 cars and 218,375 commercial vehicles.

Exports reached a new peak by the shipment of 258,000 cars and just over 93,000 commercial vehicles—hitting the Government's target values (£5.5 million per month for cars). Britain had already become in 1948 the world's largest exporter of cars, and in the last three months of 1949 she capped this by becoming the largest exporter of commercial vehicles as well. Total value of the industry's products sold overseas was £170,000,000 (£146,000,000 in 1948).

Best market was Australia; then came Canada and South Africa. Among other than Empire countries, Belgium was foremost, but she was fifth below New Zealand.

The official 1950 home market figure has now been confirmed at 110,000 cars out of a planned production of 450,000, for which rate sufficient steel has already been allocated in the first quarter. If these figures are adhered to, this will mean that 340,000 cars must be shipped abroad during 1950—and, of course, sold abroad. There is some doubt as to whether shipping space could be found for such an increase over the 1949 figure, and it is more probable that cars in excess of 110,000 will reach the home market, as was suggested in the article, "Statistician's Holiday" (*The Autocar*, February 3).

Completing the 1949 figures come the production totals for December. This, a five-week month, was a good one, with 41,280 cars, of which 28,584 were for export (69 per cent). This left 12,696 for the home market. Production was divided

into the following categories, November figures being given for comparison:—

	Dec.	Nov.
Up to 1,600 c.c.	28,406	25,696
1,800 to 2,200 c.c.	6,418	5,550
Over 2,200 c.c.	6,456	5,932

Broken Windscreens

UNDUE prominence seems to have been given to reports by two prominent and clever men that they had been shot at from cars proceeding ahead of them. Subsequently the complainants were satisfied that stones thrown up by the driving wheels of the cars ahead caused breakages in the windscreens of the following cars—an experience not at all unusual in the early days of toughened glass. It is a pity that such experiences should be given sensational flavour.

Roadside Trees

THOSE who drive along Britain's tree-lined roads are conscious of the pleasure which the trees give, but only too rarely conscious of the labour that is needed in order to maintain the unique effect. Neither trees nor shrubs will grow satisfactorily if merely dibbled in and left to their own devices. Wind and weather, robust weeds, small boys and rabbits will see that the reverse is the case.

A lecture on roadside planting was given at the Institution of Highway Engineers on February 10 by Mr. R. C. B. Gardner, of the Royal Forestry Society of England and Wales. The lecturer dealt with all the questions confronting the authority which proposes to plant its verges, and concluded with the very necessary task of pruning; he made the criticism that, from observation, local authorities seemed abysmally ignorant of the very elements of the care of trees.

continued

Conway Bridge

CARRYING an enormous volume of traffic into North Wales the Conway Bridge (designed and built by Telford) is overstressed. Rigid weight restrictions may be imposed on vehicles using it. It has been suggested that the Conway Bridge Commissioners can no longer bear the responsibility for its maintenance, but the Ministry of Transport cannot build a new bridge owing to restrictions on capital expenditure. It is situated adjacent to Conway castle and is part of one of North Wales' famous beauty spots.

Engineers Forgather

DR. E. A. WATSON, O.B.E., Chairman of the Automobile Division of the Institution of Mechanical Engineers, presided at the Dorchester Hotel, London, on the occasion of the annual dinner-dance last Friday evening. Manufacturers, designers, technicians from all over the country were among the large assembly of members and guests. There were only two speeches, Dr. Watson proposing the guests, Sir Peter F. Bennett, C.B.E., J.P., responding. A first-rate cabaret was arranged.

Not Jet Propelled

IT was bound to happen! The experimental gas turbine locomotive now on British Railways is described by the daily press as a "jet loco." If it were so, travellers at stations would need to wear asbestos suits, and we should soon hear the stentorian command "Stand clear of the Platforms."

It was mentioned in these pages some weeks ago that the new locomotive is a turbo-electric type, built by Brown Boveri, of Baden, Switzerland. It is capable of over 70 m.p.h.

Daimler Reductions

THE Daimler company has just announced considerable price reduction on many models. The new prices are shown below.

MODEL	LIST PRICE	TOTAL PRICE
	£ s d	£ s d
Straight Eight		
Hooper limousine and close-coupled limousine	3,220	0 0 5,010 7 10
Windover close-coupled limousine	2,920	0 0 4,543 14 5
Freestone and Webb close-coupled limousine	3,272	0 0 5,091 5 7
Freestone and Webb saloon	3,167	0 0 4,927 18 11
Twenty-one		
Hooper limousine and close-coupled limousine	2,845	0 0 4,427 1 2
Windover saloon	2,336	0 0 3,635 5 7
Freestone and Webb close-coupled limousine	2,820	0 0 4,388 3 4
Freestone and Webb saloon	2,715	0 0 4,224 16 8
Hire Cars		
Twenty-seven hire limousine	1,700	0 0 2,645 18 11

The prices of the 2½-litre Daimler Sports Special, the other 2½-litre models, and the Lanchester Ten are unaltered. Heaters and radio are standard equipment on Straight Eight and Twenty-seven models except hearses and hire cars. Heaters are standard equipment on the 2½-litre Sports Special. All other models have provision for fitting heaters and radios as extras.

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MAYFLOWER



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Light Car

Manufactured by THE TRIUMPH MOTOR COMPANY (1945) LTD., Coventry. A subsidiary of the Standard Motor Co., Ltd.

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11

AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.

PARDON ME—Your Head Lamps are Showing

"ADVANCES" IN DESIGN? — OR ECONOMIES?

CRICITISMS of new cars in general and particular suggest that perhaps workmanship is not always as thorough as it might be, or that attention to detail in minor fittings is not so meticulous as in "the old days." Head lamps faired into the wings, although cheaper in initial cost and possibly easier to clean, are reported to give an inferior beam and, well, so it goes on.

Be all this as it may, I am pleased with my car because everything within and without is designed and constructed for the convenience and pleasure of motoring.

But do not think that appearance has not been taken into account. My car is sleek and elegant—even if it would be considered low by American standards. (However, I am not planning to take it to America and this one is not an "export only" job.) It has

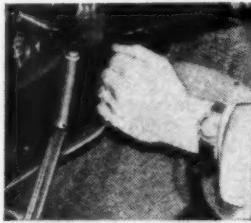
quite enough power for me, being capable of a rapid and effortless acceleration to the sixties which it will hold mile in and mile out. True, m.p.g. is not as good at these speeds as with a minicar, but at minicar cruising speeds it is quite creditable, being only a 12 h.p., though a six-cylinder.

However, to get down to business, my car sports two very fine, large head lamps plus—quite something to

be used to be appreciated. It has the usual type of horn, indicators, and facia lamp, the last having the advantage of an additional downward illumination which is so convenient during searches for dropped cigarettes or what have you. For more general illumination within, two roof lights, one at each side above the central door pillars, give admirable lighting for rear passengers as well as in the driving department.

The spare wheel is stowed under cover at the rear, but incorporated in the locker lid to avoid taking up undue luggage space or distributing dirt. The lid can be used as an additional platform. Should one wish to load anything particularly heavy, however, the lid can be lowered right to the ground, where it is out of the way and, at the same time, available for use as a ramp!

Every control is just where it should be, in the most convenient place for the driver. The brake lever is a few inches to one side of the gear lever, which means no groping under the scuttle. Both are centrally placed, which is convenience indeed. The front seating accommodation is for two in comfort, not for three, which so easily interferes with the driver's freedom of movement, or is responsible for his being precipitated into the passenger seat on a fast bend. With the front seats normally adjusted, rear passengers can sit in comfort with ample clearance for their



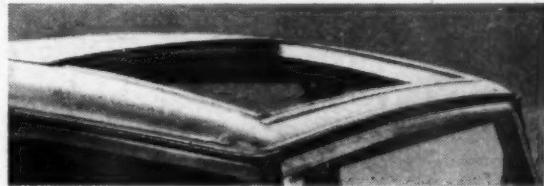
"The brake lever is a few inches to one side of the gear lever . . ."



". . . front seats are adjustable and the steering wheel can be set at the correct rake . . ."

knees. Both front seats, which have air cushion interiors, are adjustable and the steering column can be set at the correct rake.

The brakes, which operate in large drums, are adjustable from the driving seat and can be set to a nicety with ease and without dirtying the hands. The hand and foot brake adjusters are separate but side by side. Silent, twin electrically operated screenwipers do their job admirably, and I should mention that the driver has a clear view of both wings. A blind is fitted at the rear and a second blind over the windscreen makes an excellent "right across"



"The sunshine roof provides ventilation worthy of a touring car when used with the adjustable ventilators . . ."

adjustable sun visor. Steering and suspension combine to give stability and increased safety, which are comforting in normal driving or that unexpected emergency.

So far so good, but more is to come. The interior looks resplendent with its soft, hard-wearing leather. A liberal supply of ashtrays, pockets, doors (four), and window space is provided, and facia and window frames of polished timber give that pleasant "quality" touch. In fact, even projections for the express purpose of slamming the doors, without tearing the fingernails, are incorporated. The body is nearly all aluminium for reduced weight and silence, and light work can be made of a long journey.

It need hardly be said that the old English custom, the sunshine roof, is ready and willing to provide ventilation which is almost worthy of a touring car when the roof is used in conjunction with the four adjustable ventilators.

This description reveals nothing which can really be classed as a luxury, but relates some of the design features which should be expected on almost any new car. Unfortunately, as you have probably realized, this one is not new, not even nearly new, and I must think of ordering another car for delivery in a few years' time when I shall be needing a replacement.

Here is the difficulty.

Space will not permit a review of new cars, but it is enough to say that very, very few 1950 cars meet my simple needs. Yet all the requirements concern prime considerations of comfort and safety.

However, I think a few more years may see a return to the "honest motor car." In the meantime I shall continue to look forward to 1955, and the reappearance of these 1935 design features which I admire.

R. M. C.



"With the front seats normally adjusted, rear passengers can sit in comfort with ample clearance for their knees . . ."

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lighting

EVER since a colleague firmly announced that all instrument lighting was anathema to him I have been conscious of paying too much attention to it, and on some cars I have switched it out and liked the additional vision that results. Applying this extinguishing policy to a small car recently I realized that, as far as that car went, it was of very little use anyway. There was no ammeter, and the oil pressure gauge had been replaced by the now-familiar green light for failure. If the facia went unilluminated, oil pressure or engine failure would be more positively and immediately revealed owing to the surrounding darkness, and the only other instruments that I might conceivably want illuminated were the speedometer in built-up areas and the petrol gauge when the tank was nearly empty. As I had put three gallons in twenty miles back the gauge was cancelled out, and I can usually hit 30 m.p.h. accurately in familiar cars. Unfortunately, I cover too many of my motoring miles at that dreary speed.

♦ ♦ ♦

Playground

THEY have uses, too, these aerodromes, and there is one such where I recall giving a young friend his first driving lessons. Something like four Liberators could stand tip-toe on the enormous runway, which is one of the largest in the country. So much space might be

legs on the scuttle, and the back carried the usual blinding array of stop and reversing lights.

"The number plate, as is quite customary out here, was quite informative and told one not to sound one's horn as the driver was asleep. The windows and screen were plastered with stickers whose main objectives are to show where you've come from and to stop you from seeing where you are going. I could not pick up any more details before the officer called us on, threatening us with a ticket if we did not keep going!"

♦ ♦ ♦

The Driver Behind

I MAY be mistaken, but motorists seem to show less consideration these days for the drivers behind them. I notice that at traffic lights each car sticks closely to the tail of the one in front until his front wheels cross the line then, having "made the lights," there is no hurry. More consideration would mean your Scribe crossing the line too.

On one of the hills on the outskirts of London I encounter a similar procedure. Here a side road forks into the hill and cars sweep out of the turning provided only that there is no car absolutely on top of them. For the motorist climbing the hill this usually means a sharp slow-down followed by a long climb in a lower gear. But then, this is an age of all-round intolerance.

♦ ♦ ♦

Red and White

MY recent paragraph on Manchester's buses has drawn the information that, by daytime, their registration letters show white on a black background. So the law is satisfied, and The Scribe wonders why more vehicles do not have a similar system, whereby the red numbers are illuminated from within at night.

♦ ♦ ♦

Open Spaces

THE effect of wartime necessities upon the English countryside is usually held by enthusiasts to have been entirely bad. The ugly "official" buildings, the radar stations, and the stretches of commandeered downland are a black, if necessary, story. But motoring leads one to think that the ill wind has, perhaps, not been wholly pernicious.

Plenty of space is useful.

considered bad training for the learner, for the perimeter track was as wide as a good road. However, it was a good place for a learner to find out the various things that a car will do.

Plenty of space is useful in the very early stages of driving, to enable the pupil to discover that the car is not quite such a hostile thing as he supposed, and that it will do what is required of it. After that, the road is probably the best place.

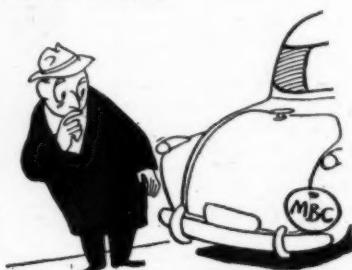
♦ ♦ ♦

Adornment

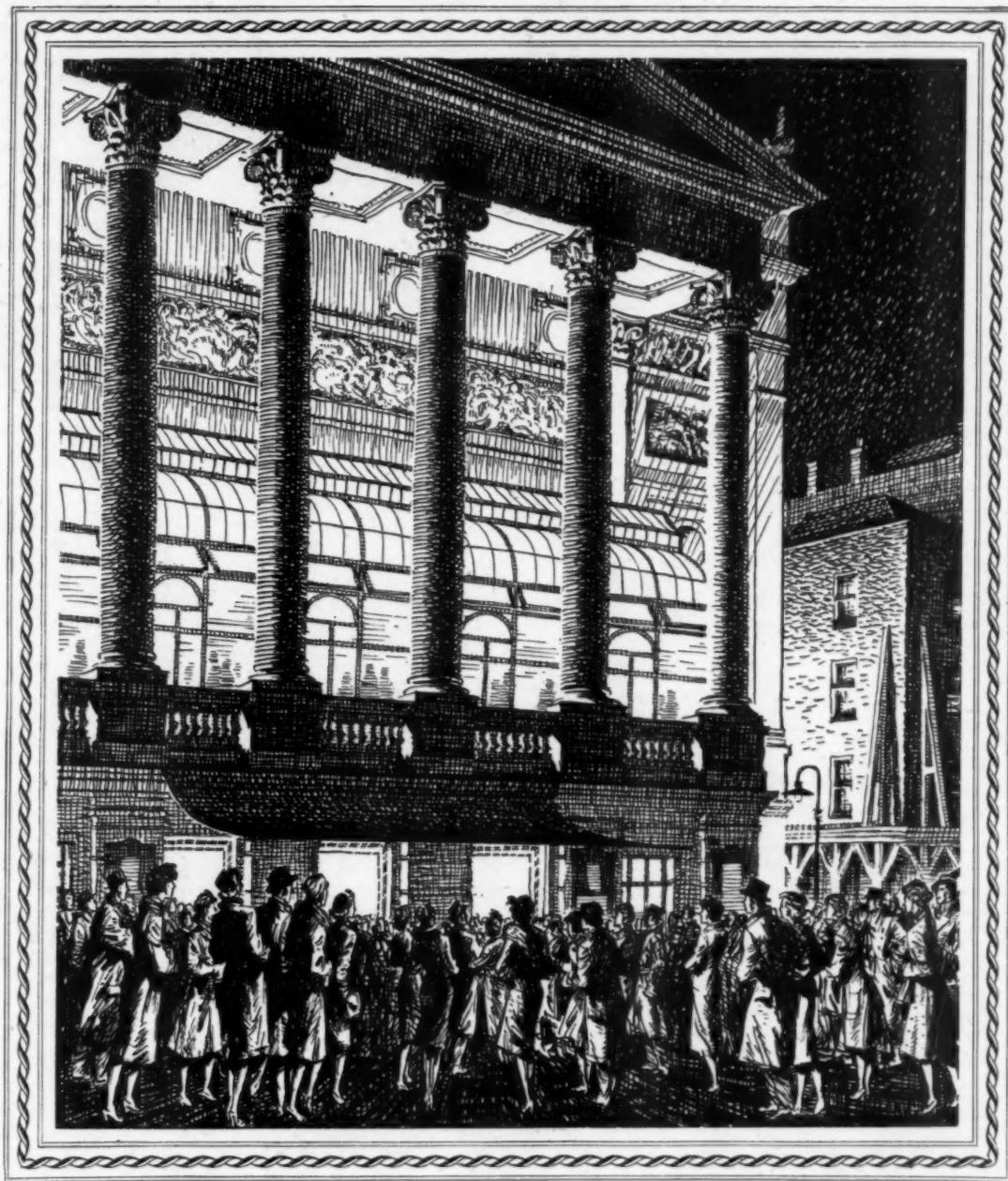
"I WAS motoring through San Antonio," writes a Texas correspondent, "when a car owned by one of the darker members of the community drew level. It carried three identical mascots, one in the usual place and one on each wing. Two enormous plated, flared horns sat between the wings and the bonnet. Two pass lights were on the bumpers, while two movable spotlights projected from the windscreen pillars. Three gaily coloured birds shivered on their sprung



Atmosphere of their own.



Leave me ignorant.



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BEVERLEY

YORKS

LIGHT ALLOYS IN CAR CONSTRUCTION

THE CASE FOR THEIR WIDER USE

WITH the advent of metal bodywork the ferrous metals, iron and steel, became the predominant constructional materials of the motor vehicle. It is not generally realized, however, to what degree this predominance has now extended. An American estimate for a 28 cwt car was 93 per cent iron and steel and only 7 per cent for all other materials, including glass, rubber and fabric.

For stationary, transportable or even for some low-speed mobile equipment, weight may offer some advantage of strength, rigidity, and freedom from vibration, or long life, but for a high speed transport vehicle mere weight has no specific virtue.

Today the need to reduce weight is more pressing; light alloys are available in better quality, greater volume and at a lower cost. If we are to have cars of livelier performance and at the same time reduced running costs the weight must be cut down.

On Tuesday, February 14, the Aluminium Development Association

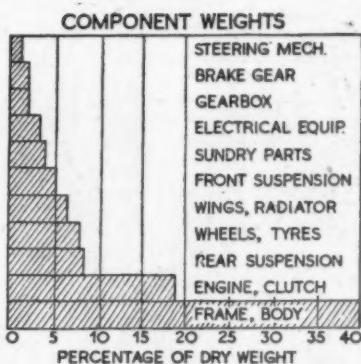
held at the Dorchester Hotel, London, a "Symposium on Aluminium in Road Transport." Its object was to place before designers, manufacturers and operators of road vehicles a summary of the present position in the application of aluminium alloys in road transport. The president of the association, Kenneth Hall, received the guests, and the chairman of the Symposium, F. G. Woppard, past President of the Institution of Automobile Engineers, gave a general review of the present situation and potential developments. He reminded the assembled technicians that "the last word lies with the purchaser, who is the final arbiter of our destinies."

Six papers were read by experts in different spheres of activity. E. L. Oglethorpe, managing director, Duramin Engineering Co., Ltd., dealt with commercial vehicles; A. J. Romer, director, Bristol Tramways and Carriage Co., Ltd., and Eastern Coachworks, Ltd., with public service vehicles; and E. S. White, technical

At the onset, said Mr. Geoffrey Smith, it seems to me desirable to examine this question of viewpoints. Does the viewpoint of the user differ from that of the manufacturer or is it merely another aspect of the same viewpoint? In my opinion, both user and manufacturer are looking for the same thing, which may broadly be defined as performance.

The one factor which both fear is instability of supply or price, and this brings us to our first basic problem. The

raw material for our steel, except some alloying elements, is in the main an indigenous product; but we have no source of aluminium and all must be imported. This raises the hazard of possible interruption of supplies or fluctuation of price in circumstances beyond our control. In the event of war it may be physically impossible to transport supplies, and stock piling is a cumbersome and uneconomic procedure. This fact cannot be ignored but should not



Where can weight be saved? Here is a percentage "breakdown" of a typical modern car.

engineer, British Light Steel Pressings, Ltd., with cars.

The properties and methods of fabricating light alloys were described by Dr. E. G. West, technical director of the Aluminium Development Association, and maintenance of aluminium vehicles was detailed by S. J. Nightingale, development manager, James Booth and Co., Ltd. All these papers were specifically addressed to manufacturers and operators.

Finally, G. Geoffrey Smith, M.B.E., Editorial Director of *The Autocar*, summed up and presented the car owner's viewpoint. His was a strictly practical approach to the problem.

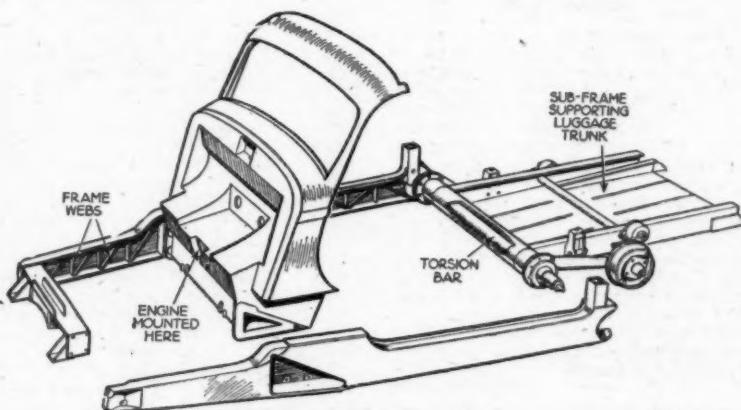
be over-emphasized. The volume of production of aluminium is now said to be equal to all requirements.

Over a period of 20 years the price of aluminium fell from the maximum of £130 to £75 per ton. The price was reduced to £67 per ton in April, 1946, but from January, 1947, to July, 1949, it rose 20 per cent, and devaluation has since pushed it up a further 20 per cent. Devaluation, of course, did not affect the price of home-produced steel. This demonstrates a relative weakness of aluminium.

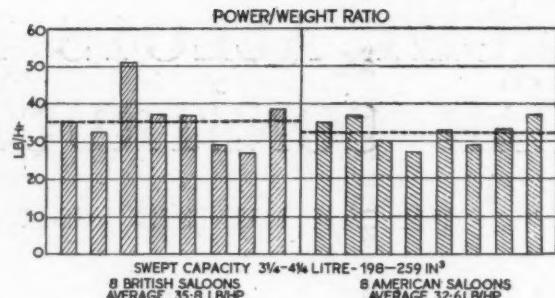
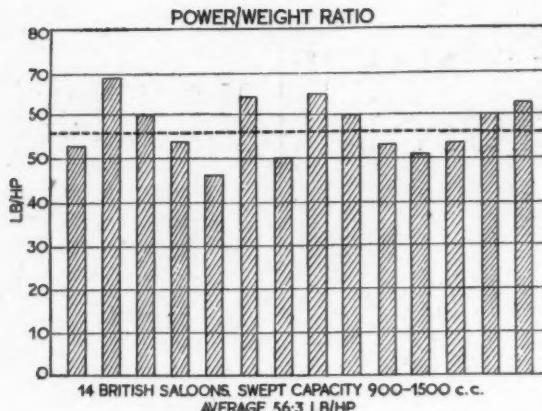
On a straight comparison of a car made mainly of steel or of aluminium I do not think the user would object to the additional cost of the material. He would obtain a highly attractive vehicle.

As to the desirability of scientific weight saving on cars I have no doubt whatsoever, but living in troublous times in an imperfect world I feel a certain caution is necessary to translate the desire into a practicability. As already mentioned, different techniques are required for the production of steel or aluminium components and structures. We can hardly at present undertake the wholesale change of dies, tools and methods and re-education of personnel.

Undoubtedly, if we are to reap the maximum benefits of weight reduction, we have to redesign the car as a whole and not make piecemeal substitutions. However, until one manufacturer, bolder than his competitors, puts into production a car specifically designed to eliminate all unnecessary weight, it will be better for all concerned to make step-by-step advances.



The 1,184 c.c. Hotchkiss-Amilcar experimental design in aluminium which appeared just before the war. The body structure had five castings in Alpax light alloy, a construction which saved 1½ cwt compared with normal construction. The complete saloon car weighed 15½ cwt dry.



Comparative power-weights of eight British and eight American saloons—engines of 3½- to 4½-litre capacity.
Small cars have a low power-weight ratio. The average of fourteen British saloons is 56.3 lb per h.p.

LIGHT ALLOYS : continued

This policy would imply a careful survey and a selection of parts for sequential change from iron or steel to light alloys or plastics. In the normal course of development, components or equipment due for modernization would be designed to enable lighter materials to be substituted. At convenient intervals, such as the introduction of a new model (when a certain amount of re-tooling has to be effected) one or more of the larger components of the power unit, running gear or structure could be designed specifically for the new metal.

In this manner, I suggest, the change can be accomplished without shock to the metal producer, the manufacturer, or the owner, and there would be time and scope for sound selection of the best material and the best design. The user would receive a progressively better vehicle and there would be little risk of an adverse reaction being engendered which might prejudice the change. Thus, I would not advocate the aluminium car as opposed to the steel car, but merely a better and lighter one with all that those terms imply.

Given good suspension, steering and road-holding, the liveliness and performance of a car are entirely a question of power-weight ratio. We are still prone to harbour the old idea that British cars with high efficiency engines have a better ratio than foreign cars, but examination of current productions will show this to be fallacious. Designers strive continuously to improve the power output of their engines but scant attention is devoted to the weight of the vehicle.

Discriminate use of light alloys for unsprung parts of vehicles would improve the riding characteristics as well as reduce weight. At the rear, axle casings and wheels in light alloys could markedly improve the comfort of rear seat passengers. With wheels, precautions must be taken to prevent the transmission of heat from the brake drums to the tyres.

Comparing current cars having engines of 3½ to 4½ litres (198 to 259 cu in) swept capacity we find the average of six British models is:

Maximum power	115 b.h.p.
Dry weight	4,126 lb.
Power-weight ratio	1:35.8

while eight American cars averaged:

Maximum power	102 b.h.p.
Dry weight	3,324 lb.
Power-weight ratio	1:32.6

Turning to the smaller British cars, which constitute the highest volume of production, fourteen models with engines up to 1½-litre capacity average:

Maximum power	40.5 b.h.p.
Dry weight	2,280 lb.
Power-weight ratio	1:56.3

One would expect the smaller vehicle to be relatively heavy, but hardly to the extent shown.

The higher cost will automatically ensure that aluminium is used only where some definite advantage can be expected. At present, as relatively little is used, the fear of frequent and drastic alteration of price is of little significance although in a car predominantly of aluminium it could be a serious factor. My estimate is that on a modern 10 h.p. car at present weighing about 18 cwt, at least 3 cwt could be saved by the judicious use of aluminium. The extra cost of the car to the purchaser, sometimes quoted as 18 for each pound of weight saved, would be a good investment. Apart from the pleasure of handling a more lively car, many incidental advantages would accrue in addition to reduced fuel consumption. To be rid of the menace of corrosion of bodywork would relieve the owner of an ever-present worry and save him a heavy item of depreciation. In general, the car owner is not specifically weight-conscious, but he objects strongly to a sluggish car.

Existing Use

Aluminium pistons are now fitted to all cars and there is increasing use of aluminium cylinder heads. In overhead-valve engines a further expense is incurred in the provision of valve-seat inserts. Although light alloy pistons and heads confer only a modest saving of weight, their use enables higher compression to be adopted.

The owner is concerned with the repair of minor damage to the bodywork. Until recently there was no possibility of using the same methods as employed for steel panels and wings. Ordinary soldering technique could not be used, the special fluxes for aluminium soldering were of a corrosive nature and liable to cause subsequent damage, and welding was too hazardous in the hands of any but the expert. A previous speaker mentioned welding on the argon arc method for manufacture, but I doubt if this could be expected in the ordinary repair shop for some long time to come. Its advantage is that no flux is required, but a more recent development enjoying

the same advantage is the electronic soldering iron.

It is not without significance that aluminium has been more widely adopted for commercial and public service vehicles than for cars. These vehicles are purchased and operated by hard-headed men strictly on their performance and earning capacity. You will have observed, however, that they are invariably composite structures. This is the obviously practical approach to the question—to use the metal most appropriate to the particular duty.

To turn again to the car, standardization and type reduction would facilitate development and call for parts in numbers sufficient to justify new production methods and equipment. It may necessitate specialist departments in large companies or purchase from specialist producers. In the long run this would be to the owner's benefit and need not rob a particular car of its individuality. The owner does not object to standardized or specialist-produced pistons, cylinder liners, valves, frames, bodies, brakes, starters, dynamos, batteries and many small fittings. A multitude of minor components could be cast, forged, fabricated or fashioned from extruded light alloys.

In 1948, when steel was scarce, an American manufacturer investigated the substitution of light alloys for steel and listed 87 suitable components of which 43 were deemed practicable for immediate changeover. Some development may be necessary before the larger body pressings can be produced economically in light alloys. Deep pressing technique for sheet steel is well established but light alloys may require pressing in a sequence of steps with interposed annealing treatments.

A special case for the joint use of both metals to achieve improved performance occurs in the bonding and brazing processes intimately securing aluminium to steel. Reference is made to steel liners in light alloy cylinders, light alloy cooling fins on air-cooled cylinders and steel liners in light alloy brake drums. The last, it has recently been reported, will be specified by a famous British manufacturer.

To sum up, I advocate a car of better performance and reduced running costs and plead that such cars can best be evolved by designing for a wider use of light alloys. No attempt should be made to use materials otherwise than on their specific suitability for the work they are to perform.

PART 2

By JOHN DUGDALE



Oruro, Bolivia—the Hillman in the market, beside Indian women wearing white top hats.

B.A. to La Paz— an Andes Adventure

In the first part of this article the author related the experiences of himself and his companion in driving a 1949 Hillman Minx from Buenos Aires to the Bolivian border. In this concluding instalment they continue to La Paz, the Bolivian capital, and return to their starting point in the Argentine Republic.

THE road into Bolivia is really only a track leading off uncertainly and unmarked to the last. Forthwith, it started to dive and climb and to plunge through rivers and over ratty wooden bridges, with plenty of rocks to dodge in between. At one point it passed back into Argentina for a few miles, the frontier being marked only by a couple of military outposts consisting of a handful of lonely soldiers, and few formalities were necessary. Soon the way ahead was blocked by a mountain range through which no valley seemed to lead. As we came nearer, sure enough we could see the silver ribbon of the road twisting over the summit and we started our first climb steadily in second and bottom gears. In places the road became liberally scattered with flints in Beggars

HIGH-ALTITUDE MOTORING IN A Mk. III HILLMAN MINX

Roost profusion but eventually, and still pulling well, we topped a summit that must surely have been much higher than 14,000ft.

It was a glorious day with scarcely a cloud and all around the hard, clear light of that altitude. We looked across at the distances still to be covered and, pleased with our recent easy success, peered into a red ravine with more confidence, although it looked to me as broad and deep as Colorado's Grand Canyon. We wound our way down, past a solitary truck, through a shallow ford, and ground our way upwards again towards some salt lakes. So it went on all day from 8 a.m. till 8 p.m. At nightfall we had covered only 175 crooked miles. That was the best we could do, so tortuous and rough was the way. We were far short of our scheduled destination of Potosi, the famed treasure house of colonial Spain.

We reached only Camargo, after climbing a second high pass covered with a cactus forest and memorable for its vistas of aerial perspective so intensely blue that I think this elemental colour should be called Bolivian Blue. The downhill sections were bad and once led for twenty-five miles down a rough river bed, the deep ruts tearing at steering and suspension. In one such section after dark, I landed the Minx clean across a sand bank with all four wheels off the ground. But we never had to use the spade we carried and I was glad that my companion was John Campbell, something of a local rugger king and weighing some 200 lb, for he was the obvious choice to manhandle the car on such occasions!

After failing to find petrol at Carreras, contrary to the assurances of our traffic control friend, we filled from the Jerrican and continued, averaging no better than 20 m.p.h. Uncertainty over petrol supplies makes the spare can a "must" in Bolivia. We were glad to reach the rough little country town of Camargo, which boasts a couple of inns, neither with running water, bath or lavatory.

Just the same we set out next day much refreshed and, again in fine weather, wove our way beside a wide river, sometimes crossing it by a toll bridge or climbing among its gorges to high altitudes again. It was a short day's run of only 121 miles, but our best hour's average was



Potosi, Bolivia. In the September, 1949, revolution, this city was in the hands of the rebels. They were eventually forced out of the town hall, shown here with mortar shell damage. Note the snow on the Hillman. Severe weather was encountered here.

B.A. to La Paz — an Andes Adventure . . . continued

23 miles, and just before Potosi we came over the final crest of 14,000ft before descending to the city which, according to the official map we examined later, lies at 13,300 feet.

Potosi is an astonishing community. To reach it we skirted the famed sugar loaf mountain which has been celebrated in Latin American history for 300 years or more. This is tunnelled like a honeycomb for the silver, which has been exported since the sixteenth century. One side looks as if it had been completely eaten away and the deposits of generations of mining operations have left a beautiful multi-coloured pattern. A shift of miners was just leaving work as we passed, plodding to their homes still in their protective helmets along cloud-dampened streets, looking for all the world like a Welsh scene of a hundred years ago. This impression was heightened by the stiff wide-brimmed top hats worn by the women, who, with their shawls and scarlet skirts, wear the exact equivalent of the Welsh national costume.

The houses of Potosi lean over towards each other's bow windows above cobbled streets and are colour-washed blue, pink and yellow. The community looks like one that has scarcely changed in all its hard history. Here it was that the Royal Mint of the Spanish Empire was established and the King of Spain, leaving the mining to free enterprise, drew a fifth share of all the silver. Goodness knows, this remote place is difficult enough to reach by car today, so how severe must have been the hardships of the mule trains which carried the precious ingots across the mountains 1,000 miles down to Buenos Aires to be shipped to

Europe! We stayed at an inn, picturesque enough, but which had evidently had few modifications to its guest rooms since the days of the conquest.

Overnight quiet settled on Potosi's teeming streets and it started to snow. Next morning the Hillman, which had had to be left out in the open, was covered in two or three inches of the white blanket and, uncertainly but optimistically, we set out to cover the 200 miles to Oruro.

There are no road patrols in Bolivia and police only in the towns, so if you start off in bad weather it is at your own risk of landslides or of becoming bogged. But there is no way of learning whether the roads are passable except by going out to see, so there was no alternative; and, indeed, had we remained in Potosi we might still be there, for the season of rains and storms had already set in. We left for the north-west, passing a few trucks similarly bound. Over Spanish colonial bridges of stone, through ominously red-clay hills, we climbed until about fifty miles from Potosi the road became more and more sticky. Deep fresh ruts in the soft track ahead told us that we were following a heavily laden truck. At some of the hairpins the driver had had to reverse, ploughing up the thick earth until we also came to rest with spinning wheels. By slipping the clutch to restart and by pushing, we continued, until eventually we came on him, one double rear wheel over the precipitous side where the road had collapsed under his overload; he was unable to move, and was blocking the road for all.

It was a long and rather dismal struggle that damp morning at well over 14,000 feet and with no chance of

Near Camargo, Bolivia—at the summit of a pass of more than 14,000 feet, showing the narrow one-track, precipitous road.





Calamarca, Bolivia—fiesta outside the old Spanish church.

going back, for by this time the other trucks had caught us and so we were blocked at front and rear. For six hours the tough crews of these lorries worked to unload eight tons of petrol drums, to build up the road again and to reload. They were soldiers conscripted for the revolution—but on which side we did not like to ask—with their lorries and now were returning to their homes. At four o'clock in the afternoon we all set forth again, with not a chance of reaching Oruro before dark.

This was the worst part of our run. The road became steeper still. At the crests of the hills, as if the road builders had finally got out of breath, it ceased to twist and often went straight up gradients of 1 in 6 or worse. This was too much for the thirty-five horses under the Minx bonnet, some seventeen of which had abandoned us in ascending to this height, and we needed the help of those willing truck men, when with spinning wheels we could persuade the car no farther. It was like a nightmare reliability trial (and we wished we had competition tyres) with every corner and gradient having to be rushed flat out, but with only half power available and at low revs, with the exact equivalent of petrol starvation. What was more, a skid might have led to a plunge into the stony valleys below; while when reversing for second runs, the car not only slid backwards, but sideways! When night fell we were still among that endless chain of summits, which never led to the downhill stretches we had been promised towards Challapata. Very tired, and confronted by a deep and inky ford ahead, with at least three crossings through which it was difficult to see the best course to take, we settled down for a cramped night in the car.

Frozen Up

A bitter wind swept over the snows around us and I am sorry to say that we forgot to drain the radiator. Sure enough in the dawn it was frozen solid, and so were we. It was a moment of despair, when trouble seems to have no ending and empty stomachs induced only the gloomiest of views. We could not tell that by lunchtime we would actually be enjoying steaks and eggs!

We covered the distributor and plugs with sacking and tackled the deep fords and others as bad to follow. We were now able to see the path left by the trucks (using chains and two-speed axles) which had continued through the night. Sometimes they also had had their doubts and we saw one little acting sergeant with the features of a

Mongol halt at a river, roll up his trousers, and wade in to test the depth, although the water was close to freezing. These men drove their big vehicles in sandals without socks and the altitude had no effect on their energy.

There are many lessons to be learned from such an exploration, because so many days in a car familiarize one with it absolutely, even to the contours of the seats. It is typical of the initiative of the Rootes Group companies in the Americas that such experiments are encouraged. Remember that the distance from Buenos Aires to La Paz is the same as from London to Moscow or Athens, and that few light cars can have made this overland journey between the two capitals before, because Bolivian country traffic is confined almost exclusively to commercial vehicles. These, incidentally, are never of more than eight tons because the roads will not take greater weights, if at much. And this is certainly no journey for tourists, on account of the complications, and possible dangers and delays, inevitable if you strike trouble. We did see one car making the southward trip, a big American convertible, going through from Lima to B.A., a formidable journey. Its driver had to buy five new tyres. We heard also of five Mexicans getting through from Paraguay in a station wagon and again of four Czechs in a Tatra coming through from Brazil! But how they raced over this road in the Gran Premio of South America in 1948 I find it difficult to imagine; the roads must have been dry and in far better condition. However, our journey did not establish (nor attempt to establish) a record. It could have been done much faster, even by us. It merely improved the already high reputation of a great little car, the fine handling qualities of which put it in 1950 in the post-war "classic" category. One takes the Hillman Minx on such a trip in confidence. The car is an outstandingly successful design, a fact which one feels at once and learns to confirm over the miles.

Almost Afloat

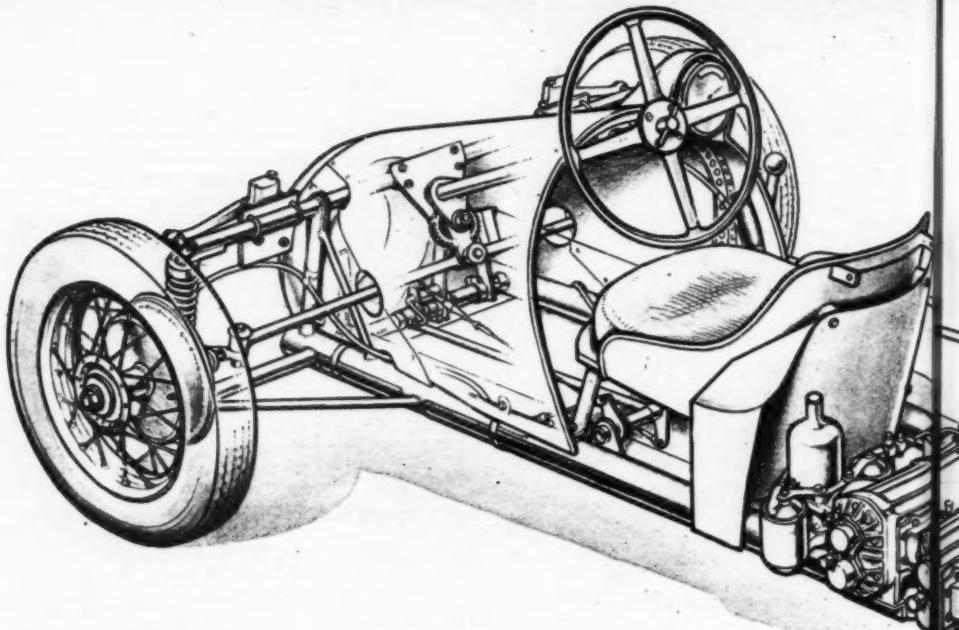
We reached Oruro that afternoon, 117 miles farther on. The worst sections now were the floods and fords. Water swirled as high as the bottom of the head lamps and we learned the technique of always heading downstream. In spite of the soaking, the horn never failed nor lost power, and little water seeped in at the doors. It was a nasty feeling from inside the car, something like motoring in a boat! But fortunately on the Minx those vitals—carburetor, distributor and plugs—are all mounted high, an important point for export. Even on the flat stretches between Challapata and Oruro, the recent rains had flooded the road. But on the last stretch towards La Paz, they were at least dry. Here, the surface compensated by reverting to a wicked corrugation, the type which takes the car and shakes it like a dog does a rat. Once again we could not average more than 22 m.p.h. or so, except for the last fifty miles.

But the engine was still pulling, quite adequately now; the car still held together, even if it rattled a bit. The back bearing of the dynamo developed a supercharger-like squeak, until it was repacked with grease; the dynamo mounting cracked under the terrible pounding of eleven days on these roads; the rubber bushes of the front spring dampers wore badly and had to be replaced; finally, a damper arm bent and the body of another cracked. Also, from vibration and the state of the road, a brake bleeding valve twice loosened and we lost the hydraulic fluid and our braking power. But in Bolivia such things are as nothing. After all, the wheels kept turning and not a mudguard was dented!

For the return journey, the roads in southern Bolivia finally became impossible because of the rains. We put the car on the train as far as Villazon, drove across the frontier and so back the 1,300 miles of the Argentine roads to Buenos Aires: a total mileage of 3,570 in 16 driving days.

In Argentina our best day's mileage was 490 miles, in Bolivia 180 miles. That shows the contrast in conditions, for Bolivia—a country as large as Germany—has fewer than 200 kilometres of paved roads.

INTERESTING COMPETITION CARS—No. 2



SPECIFICATION

Engine.—V-twin, bore 85 mm, stroke 96 mm, 1,096 c.c. Air-cooled, light alloy cylinder barrels, steel liners. Cast aluminium pistons. Compression ratios 6.75:1 (front), 7.25:1 (rear). Two valves per cylinder, push rod and rocker operated. Steel connecting-rods, one plain, one forked, roller bearings throughout. Two single-cylinder Lucas magnetos; one 48 mm S.U. carburettor; two Marshall Type 97 superchargers in series, giving 14 lb per sq in maximum boost. All auxiliaries chain driven. Estimated output 120 b.h.p. at 5,800 r.p.m.

Transmission.—By primary chain to modified Norton clutch and Norton gear box. Alternative gear box ratios: 1, 1.1, 1.33, 1.77 to 1, or 1, 1.21, 1.46, 1.95 to 1. Final drive by chain to layshaft and thence via central sprocket and ZF differential to swinging half-axles; alternative (final drive) ratios between 3.2 and 6.18 to 1.

Chassis.—Welded construction, tubular side and cross-members. Morgan front suspension, coil springs; rubber rear suspension. Hydraulic dampers, Luvox single-acting at front, Armstrong at rear. Rudge cable operated brakes (single central rear drum). Tyres 4.00 x 15in front, 5.00 x 15in rear. Wheelbase 7ft 3in, track 3ft 10in (front), 4ft (rear). Weight (dry) 660 lb; distribution 40 per cent front, 60 per cent rear.

The Freikaiserwagen

IT is now fourteen years since the name of Fry first appeared on the sprint horizon, together with that of the astonishing vehicle known as the Freikaiserwagen. As everyone knows, the composite name refers to the *wagen* constructed by David Fry with advice and assistance from Dick Caesar; Joe Fry, David's cousin, also came into the picture, first to share the driving and more recently to do practically all of it.

In its original form, the car had a G.N. chassis, and was especially distinguished by the use of a streamlined fuel tank, positioned above the engine and behind the driver. Since the war, how-

ever, so much rebuilding has been carried out that although the general theory of the vehicle remains roughly the same as before, the actual construction is entirely different. The chassis now consists of welded tubes, as on the Iota 500 c.c. car, and the ingenious David hit upon the expedient of using the side tubes as a reservoir of air pressure to provide the fuel feed; consequently, the spectacle is frequently seen of someone apparently inflating the chassis frame with a tyre pump. The front suspension is, as always, of the vertical pillar pattern used on Morgans, and the steering reduction gear consists of two exposed spur gears

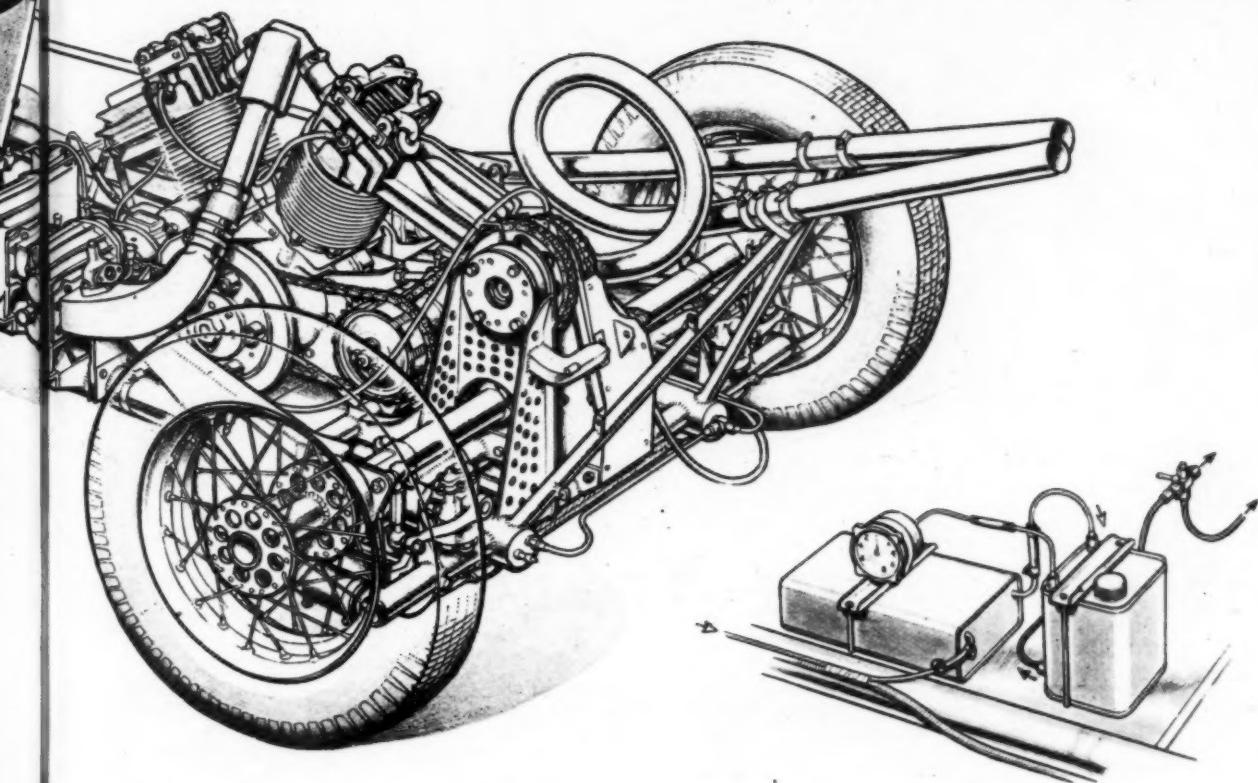
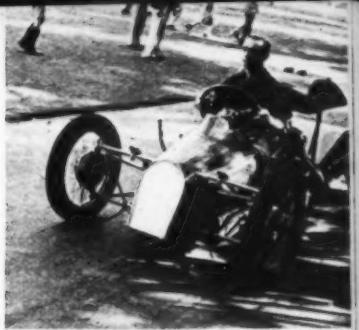
originally designed for the speedometer drive of an early light car. The coil springs used in the front suspension are naturally, however, much lighter than the original Morgan components, in view of the extreme lightness of the car. At the rear the simplest form of swing axle layout is incorporated, the suspension medium being strands of aeroplane elastic stretched between cables which run over pulleys under each side of the frame. Thus the rear suspension has no point of anchorage to the frame itself, and there is, therefore, no roll stiffness whatever at the rear of the car. Hydraulic shock absorbers are fitted, single-acting at the front, double-acting at the rear.

The engine is a V twin unit based on a Blackburne crankcase. The cylinder barrels are of light alloy with steel liners; the connecting-rods (steel) are special, and the built-up crankshaft has force been fitted with a crankpin with oversize tapers. Even so, the life of the bottom half of the engine is extremely short, and both for this reason and that of the cooling problem, anything more than a short sprint event cannot be contemplated. The original push rod valve gear is still used, although special constant-acceleration cams, designed by Robin Jackson, are now fitted. Two-stage supercharging by chain-driven Marshall units, of which the primary one

Ultimate success—Joe Fry hurling his projectile into the S-bend at Shelsley to capture the record for the hill.



As she was pre-war ; Casque trying out the Freikaiserwagen in the paddock at the Poole speed trials.



runs at one-and-a-third times engine speed, and the secondary at engine speed, draws mixture from a 48 mm S.U. carburettor and delivers it to the engine at the comparatively modest pressure of 14 lb per sq in. The advantage of the two-stage principle in this application, therefore, can be seen to lie in the high efficiency and constancy of pressure attained rather than in the more usual attainment of very high pressures. The pistons are of Hapolite origin, giving compression ratios of 6.75 to 1 for the front cylinder and 7.25 to 1 for the rear. Ignition is by two Lucas magnetos, one for each cylinder.

Power is transmitted by the primary chain to a Norton motor cycle gear box via the Norton clutch, running at engine speed to reduce the torque, and thence to a layshaft mounted above the rear axle, both to achieve the necessary overall reduction without the use of an enormous rear sprocket and to permit of relatively easy changes of ratio. Two sets of gear box ratios are used, depending on the event. A ZF differential occupies the centre of the rear axle, together with a single Rudge motor cycle brake; two more such brakes are incorporated at the front, all three being cable operated. Incidentally, the front wheels were built directly on to the drums which were then machined.

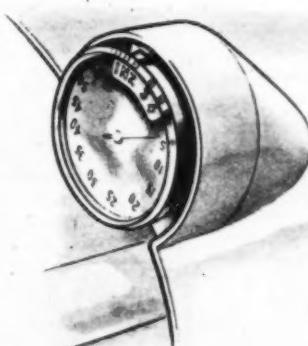
The fuel normally used is made up in the following percentages: 82 methanol, 3 nitromethane, 5 acetone, 5 benzole, and 5 nitrobenzene, and is contained in a half-gallon can, pressurized by a one-gallon reservoir tin and the chassis frame, as previously mentioned. Among the other ingenious fittings, mention should be made of the differential throttle control, providing delicacy of operation in the initial stages of opening, and the gear position indicating pointer outside the rev counter rim.

In its Prescott and Shelsley form, a small shield is used to form a bonnet over the cylinders, but for straight sprint events, such as Brighton and Weston, a complete shell is fitted; at the same time, the driving seat is lowered, and a D-shaped steering wheel fitted. In the former guise the car this year captured the Shelsley Walsh hill-climb record in 37.35 seconds; this with 120 b.h.p. and an all-up weight of about 800 lb. A more ambitious vehicle, however, is planned for future use incorporating a different form of front suspension and a three-cylinder radial engine using the two existing cylinders plus a third of the same type. It is hoped in this form to achieve approximately 200 b.h.p. with an all-up weight of 1,000 lb, which should introduce Felix into the aviary in no mean manner.

J. A. C.

The fuel system (white arrows for air and black for fuel). The gallon tin on the left acts as a supplementary air reservoir; the half-gallon tin on the right is the fuel tank. An even smaller tin (not shown) carries the oil supply.

Below : The neat cable-operated pointer round the rim of the rev-counter, which keeps the intrepid pilot informed as to which gear he is using at that particular moment.





The road out of Avignon was carpeted with snow over a film of ice.

Strictly to Schedule: A JOURNEY

THE fascination of the run southwards across France to the Mediterranean never fails. There is, for one thing, a friendliness in France, giving rise to a feeling that here is a country ready, anxious and willing to encourage motoring and to make it a matter for pleasant memories. That is a strange contrast to so many other countries, wherein the air is full of forbidding restrictions and the atmosphere bleak with frustration. Today the run is more than ever interesting to a driver who has made the trek in many different machines for years. There is no finer method of comparison between makes than the 2,000-mile run to the sunlit south and back, particularly at speed, and whether it is summer or winter, great heat or biting cold.

Once again the purpose of our trip was to observe the adventures of the Monte Carlo Rally, a purpose which adds spice to performance in no uncertain manner. And this time the car was the Singer S.M. 1500, as near as no matter a 1½-litre, of 150 vintage, close relative to others with which we have had high adventure in the years gone by.

The run to the Channel coast, naturally, was without incident, for of winter there was no trace, which, not-

withstanding the hospitable comfort of the White Cliffs Hotel, struck us anew as something out of the ordinary. Passage to Boulogne was even less eventful, the Channel being strangely quiescent and the Customs authorities pleasantly co-operative.

Once more RN 1, the road to Paris, was just the same as ever, much of it bad, up and down hill, with *pavé* in Montreuil and again in Abbeville, which batters at the wheels as nothing else can do. Nevertheless, and without "dicing," we reached Paris three hours and twenty minutes after the start, putting first 43, then 51, and then 50 miles into the hour; and once more were welcomed greatly by friends of many years' standing at the Chateau Frontenac.

Next morning the crew, John Cooper, "Bill" Banks and myself, having collected as much money as we could (be-

This picture of the expedition about to commence from Dover gives a good idea of the commodious luggage accommodation of the S.M. 1500. Right: Crossing the bridge at Auxerre; note the French traffic sign indicating that passing is forbidden.



cause it cost £2 each time we filled the fuel tank, while hotel charges had doubled since last year), set off to Lyons and, running easily with stops for photographs by Banks, put 37.8 miles into the first hour, and 44.5 and 44.9 into the next two, so arriving nicely in Avallon for lunch. Once Bill insisted on a set photograph on a bridge, during which we thought he was addressing a powerful discourse to the local patriots, from what we could see of his gestures. However, actually there was trouble with local children. Frequently we timed kilometres, getting 69.04 and 67.79 m.p.h. at what was virtually cruising speed.

But the 40 schedule suffered severely because the Chapeau Rouge, Avallon, offered a particularly pleasant lunch in an entertaining dining-room full of intriguing curiosities, so that when we left—less 3,000 francs—the total fourth-hour mileage was 15.4 and the fifth zero. RN 6 is a good road—few are better—and there are stretches whereon you can hold seventy for kilometre after kilometre without effort on a real surface which by-passes the worst villages. So the mileage in the next three hours was 32, 46 and 48, including more photographs, some fuel and a grandstand view of a superb collision, in which all Macon was deeply interested, being only too willing to explain it to wild, if friendly, foreigners. Earlier, we were stopped for photographs near the Bull monument at Saulieu just as a huge stallion, nonchalantly ridden by a man, came by. That animal was a slow thinker. Fifty yards after it passed us, it thought "Good Heavens, foreigners," and forthwith went off at a lumbering gallop, working up to full speed entirely out of control. Animal and now frantic rider took the next turn on the wrong-side pavement, scattering the world, and passed from our ken, though not from our thoughts.

past. The air resounded with appeals to the Almighty, but nobody lost his temper.

A kilometre or so farther on a laden trailer had crashed into a house after a sensational skid, but of its lorry there was not a sign, so that we wondered. You may imagine, for instance, Henri telling Jacques that the old bus seemed to be going like a two-year-old that morning, and also you may imagine the scene when they found that the trailer was not astern.

Farther on still a very large lorry was well and truly ditched, and everywhere vehicles moved delicately, sliding not only up, but down hill. It was all quite exciting.

Montélimar greeted us with snowballs, of which one found the only open window and John's ear: there was also another lorry, upside down. Every now and then we overtaking a long, long line of huge *caminos*, creeping along in close formation, the passing of which provoked an eerie feeling of impending catastrophe, since the huge vehicles naturally held firmly to the crown of the road and no amount of horn noise would budge them. To use the brakes was to ask for trouble, and overtaking had its moments.

Driving at speed on ice and snow is exhilarating. The car feels as though it floats rather than rides, and that a side wind would slide it completely off course. Consequently, you have to be tensely alert, and absolutely at one with the machine; curves or corners must be taken on the best possible line with that infinite smoothness that forbids alike jerk, sudden deceleration or sudden acceleration. And all the time you have to watch and calculate movements of the traffic which you can see, and possible traffic which you cannot. It is a great game, well furnished with worthwhile risks.

(ALMOST AS PLANNED) TO THE SOUTH WITH AN S.M. 1500 *By S. C. H. Davis*

That brought us to Lyons, 8 hours 46 minutes after the start.

As a friend of mine asserts, something always happens in Lyons. It did. Going to collect the car next morning, I no sooner set foot on the pavement than I nearly went for six on sheet ice. A cyclist sat down suddenly with a clatter of machinery on *pavé*. A most ancient Citroen slid off the road into the stalls of a budding Covent Garden market, causing vegetables to fly. Overnight, winter had come upon us.

On the way out, with the S.M. wanting to dance, we came across an immensely long red bus athwart the road, its nose on one pavement and its tail having just swatted a small Renault good and hard, all of which meant a deviation among the pedestrians on the pavement to get

At Saulieu this unusual memorial to François Pompon engaged the attention of John Cooper. The reverent attitude is probably owing to extreme cold. Is he concluding that with so unbalanced a weight distribution the bull could not be much good on fast corners? Right: a typically straight stretch of RN 7 at Vidauban.



**Strictly to
Schedule:
continued**



The S.M. 1500 nosing its way out of the courtyard of the hospitable Hostellerie de Pierrelatte into the wintry whirl of snow.

And there is craft as you notice here a ridge that will guide, there a verge that limits a skid. If you have to stop, immense restraint is essential, even if the occasion seems urgent. All that, and the constant watch to see where you could take the car if the worst happened, and in what circumstances it might be necessary deliberately to cause the machine to slide right round, give rise to that feeling of fighting nature. When the fight is ended, the effect is the same as that of good champagne.

Naturally the average suffered. Hourly mileage was 26.3, 28.8 and 38.7, and, after a good lunch in the Hostellerie de Pierrelatte, a heavy snowfall made the going more difficult still. Lunch having taken over an hour, the fourth-hour figure was brought down to 14, and the fifth to 19; but after that we managed 34, then 39 as the roads were straighter. Even on the ice the car could get along at 60 m.p.h., if you were wary. More lorries were passed in trouble, one lying on its side, complete with trailer, amid a vast number of widely scattered bottles.

The diversion where the bridge near Avignon is being repaired was the very devil. Not until we neared Vidauban did we leave the ice-clad surface, and then corners shaded from the sun needed watching, but we pulled up to 47 in the hour and, reaching Cannes, 38.1, the subsequent traffic bringing us back to schedule with as little as 28.1. Of the "blue" Mediterranean there was no sign. It was all coldly grey and forbidding, even when we reached Monte Carlo 10 hours 32 minutes after the start.

The next few days belong to other business, so it suffices to say that when we arrived high officials were disconsolately discussing "another Rally fiasco" because of "perfect" weather. These we could in no way convince that all the winter they wanted was just down the road, but when the evening situation report came along everyone brightened up immediately, for the ice had taken drastic toll and few cars had got through to time. When the competitors did arrive the finest collection of thoroughly battered machines came in with the survivors for proof that you can still have an old-time Rally in these post-war days. Then all the tin-bashers in all the repair stations in Monte Carlo had all the work they wanted.

Monte Carlo itself has not yet recovered from the war, and lacks a good deal of its traditional E. Phillips Oppenheim atmosphere. Boiled shirts were scarce and astronomically expensive blondes in short supply, while the lower

income group obviously prevailed. But it had its fun all the same.

Opposite the Casino I watched a 40-year-old three-seater which suddenly emitted expensive noises, then stopped. The crew said "*Tiens*," then pushed the starter button. A noise as of giants eating ironmongery arose. The crew dismounted, opened the bonnet, and gazed within. Then, unwisely, they pushed the button again and things fell out underneath. The crew said "*Elle est morte*" and went off without further comment.

Bill Banks having returned by air, Stanley Barnes was signed on for the return journey, F.I.A. armlet—which has power—and all; but we were not in the best of form on account of the previous night's official banquet.

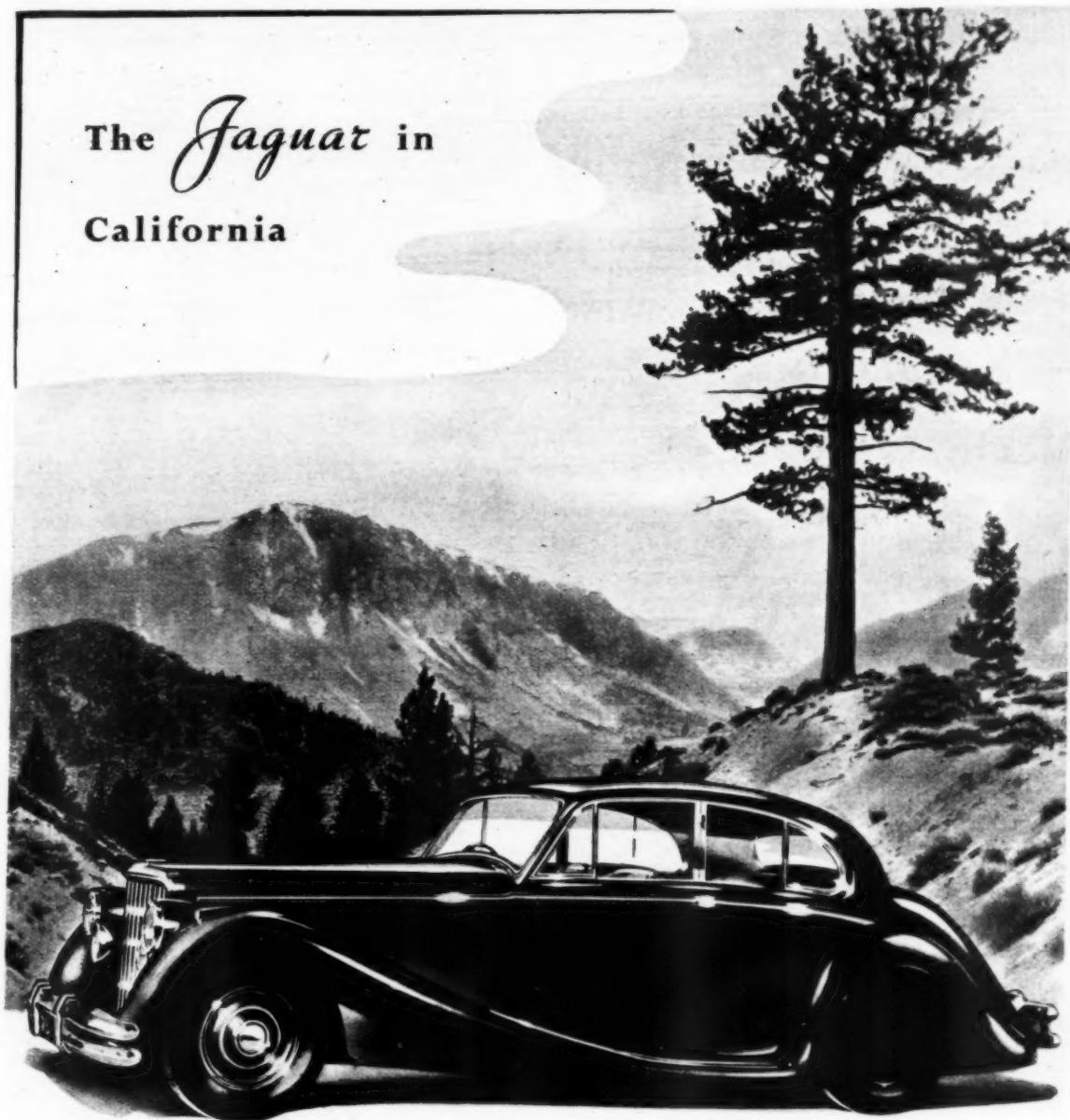
The log shows fair progress to Nice, where John went off to negotiate with Air France for quite a while. Then it says for his benefit "Gone to Scotch Tea Rooms. Go back, turn right," and he actually found us in due course. There are signs of further progress, but nothing much to speak about until after lunch at Fréjus' Esterel and Terminus Hotel, an excellent selection from the Club des Sans-Club manual. But at Pierrelatte, John wished to buy a souvenir costume doll, and at Montélimar we wanted nougat, so our average was not what it might have been in spite of the disappearance of ice and snow.

To judge from the many we saw, Rally competitors were returning in much the same state of mind, avoiding haste, preferring contemplation. Furthermore, anything can happen on RN 7, which, as you know, supersedes RN 6 from Lyons to the coast. I once met a haystack in the middle of this road which proved not to be the phantom I supposed it to be. Now we met a camel. Of all the things to be loose on a great national French highway, a camel is the most unlikely, and though it was obviously quite happy by itself the effect on all three of us was disturbing.

We also saw the Rally-winning Hotchkiss all by itself in what looked like a field of bamboos, but as it passed us later on it could not have been hiding on account of trouble. After the night stop at Lyons, we all felt better and the run up to Saulieu took six minutes under the three hours, the M.I.H. being 42.1, 45.3 and 44.9, despite the temptation once more to pause and admire that most amusing castle at Rocheplatte.

Now at Saulieu most English car crews stop at one of the two famous hotels, proceeding afterwards with difficulty because of a magnificent lunch. Searching the Club

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Monte Carlo and—at last—a little sunshine.

Strictly to Schedule : continued

des Sans-Club manual we found the Renaissance Hotel, which was half the price and extremely good, besides being full of French crews, in which there is a moral. But in the lunch hour and its overlap of the next, our mileage was 0 and 10.5, which also has a moral. Then we settled down to it and the S.M. put 48.4, 53.0 and, because of tea at the Grand Veneur in Fontainebleau Forest, 31.5 miles in the hour. So we reached our Paris hotel in eight hours and fifty minutes, well satisfied.

After dealing with various little matters of business we then got to Boulogne in 4 hours 44 minutes, including lunch at Abbeville, hourly mileages being 31.7, 51.1, 40.6 and 22.0. Then aboard the *Dinard* once more for a passage that one suspects to have been quite exciting for those in charge, there being a gale; we negotiated the narrow opening of Dover harbour at a speed that made the hair rise vertically.

So home and to bed after 1,918 miles of good motoring, having met once more many friends and seen a fair country at its best.

Now as to the car. The first thing that strikes one is its size. Before the war the 1,500 c.c. was rarely a full four-seater, whereas now it is almost a big car. And it has a big car's performance. Not so many years ago only the Hispanos and Rolls-Royces travelled the route at this speed. Now the 1½-litre cruises at 65-70 m.p.h., putting fifty miles into the hour without overwork, or the sensation of haste; and its crew need not be in the super-tax class. There is ample luggage room even for three people who had not limited themselves overmuch. Further, the suspension is excellent, for neither in front nor at the back does the roughest *pavé*, or the occasional shock at high speed, come through to the crew, who, for most of the time, have no idea whether the road is good or bad. There is roll, but not more than is modern fashion—and less than many other machines possess.

The car handles well, while the engine is excellently willing, pulling at high revs without vibration or hardness, and continuing to pull surprisingly up gradients on top gear. There is a certain quality of understeer, accompanied by some tyre squeal, and the steering is more individual than usual. To this car, of set purpose, experimental brake

drums and linings had been fitted which, three-quarters of the way home, needed adjustment, yet stood a fast run up and down the Esterels well enough. The hand brake trigger is a little uncomfortable; the steering column gear lever has its advantages, yet is a little springy, and the movement to third seems awkward at times. When a driver with long legs is in action, the position of the front seat does not give full leg room for the rear passengers.

The seats are comfortable, the armrest in the centre of the rear seat is convenient and there are ashtrays front and back which can be emptied easily, also good pockets for maps and a fine instrument board cupboard, in spite of the ineffective catch for its lid. As usual, with suspension allowing considerable movement, it is not easy to set the head lamps ideally for dipping, for, when correct with two passengers, a third and luggage upsets the adjustment; but the lamps give good light for the speed. One odd thing, the low bottom edge of the doors is inclined to foul the pavement when the door is open. In spite of the weather and the speed, the car looked almost as clean at the finish as it was when it started as new, and it should be very easy to clean.

Visible Oil Indicator

Engine auxiliaries and detail are accessible without difficulty when the bonnet is up, except that the fuel pump filter seems too near the panel on which it is mounted; the oil level indicator for the sump is more convenient than a dipstick. During very heavy rain the body is waterproof. Having an impeller of higher speed than normal for the engine, we had difficulty in keeping the water at a good temperature, which, in turn, reduced the efficiency of the heater, yet the car is snug and warm as a whole. The engine starts instantly from cold.

Some idea of relative performance is given by the normal averages—that is the average deducting stops for photographs and lunch between Port d'Italie, Paris, and the Esso garage at Lyons, which works out at 46.5 m.p.h. for 291 miles, while the hourly mileage on ice and snow was always above 30 if the stops for photographs only are deducted; that says a good deal for the car. Possibly the maximum touched a speedometer 80, but the working maximum was 75 m.p.h., and the usual running speed 65-70, as no attempt was made to use full throttle on the flat straights. No oil appeared to have been used judging by the level indicator, provided the sump was not overfilled at the start. Fuel consumption, Boulogne to Boulogne, worked out at 23.5 m.p.g. and is, of course, much better at lower speed, while the fuel range is excellent, more than 200 miles to the tankful, which is a great help for runs of this type. Forty litres (8.8 gallons) cost 1,884 francs, with the franc at 975 to the pound.

Beyond the replacement of one side light bulb, smashed by a stone, and an alteration to the setting of the head lamps as an experiment, no adjustments or repairs were effected to the car, nor was water added to the radiator during the run, or at Monte Carlo. The best hour mileage was noted just short of Paris on the return trip.

The quiet little town of Avallon.



Ascarì-Italian Champion

TWENTY-FIVE years ago, one of the most famous Grand Prix racing drivers of the day was Antonio Ascarì, a member of the Alfa-Romeo team. In 1924 he was unlucky not to win the French G.P., but took first place in the Italian G.P. at Monza. Unfortunately, in the following year, after winning the European G.P. at Spa, he was killed at Monthléry during the French G.P. in an accident which started a controversy about wooden palisades rather akin to the recent "straw bales" argument.

Twenty-three years later the names of Ascarì and Alfa-Romeo were once more linked, when his son, Alberto Ascarì, finished third in the French G.P. of 1948. It soon became apparent that here, too, was a driver of the highest class, as British spectators had the opportunity of observing when he finished second to Villoresi in the first R.A.C. Grand Prix at Silverstone.

In 1949 Alberto Ascarì, as a member of the official Ferrari team, won the Swiss G.P., the International Trophy Race and the European G.P. at Monza; he also finished second in the Lausanne G.P. and third in the Belgian G.P. Since then he has won two of the races in the winter series run in the Argentine; he became Italian champion for 1949, and is now generally accepted as among the first three or four Grand Prix drivers—and is still improving.

In this drawing he is shown at the wheel of the latest Grand Prix Ferrari, the car with which he won the European G.P. This car, at present, is pre-eminent in this form of racing; like all Ferraris yet produced, it has a V twelve-cylinder engine, but unlike the previous examples, it is fitted with twin overhead camshafts to each bank of cylinders, and two-stage supercharging. Compared with the original G.P. Ferrari, it is lower, has a longer wheelbase

and a more sharply raked radiator cowl, which have improved its appearance considerably. Suspension at both front and rear is by transverse leaf springs, the former in conjunction with double wishbones and the latter with swing axles.

The adherence of both Alfa-Romeo and Ferrari to the leaf spring for their front suspensions is interesting, as this is not the lightest form of suspension and in neither case is the spring used as a suspension arm—the usual reason for its retention. The chassis of the car is, of course, built up of tubes, those forming the side members being elliptical in section. In its present form, the engine develops 315 b.h.p. at something over 7,500 r.p.m., with a supercharger pressure of over 30 lb per sq in, and all this is transmitted through a multi-plate clutch and a five-speed gear box of normal pattern mounted in unit with the engine. The gear change mechanism is of the remote control type with a short lever on the driver's left, working in a visible gate.

When the first G.P. Ferraris were introduced, they had the reputation of being difficult cars to handle, as there was a sharply defined point beyond which they would oversteer abruptly. However, this was overcome by providing an initial degree of negative camber to the rear wheels, and by a slight rearrangement of the rear suspension. The present model which, as already mentioned, has a longer wheelbase (now 7ft 10in) in addition to the other modifications, appears to have none of the vices of the earlier type.

It will be interesting to see how the redesigned Milan and the as yet unproved B.R.M. will compare with this, the most successful racing car of the present day.

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ALTERNATIVE TO A4

by Michael
Brown

"The road swings first right, then left, in a well-engineered concrete swathe"—A329 between Wokingham and Bracknell.

SOUTHWARD THE ROAD STAYS INTERESTING ALL THE WAY

WHEN my colleague, The Scribe, mentioned the new roundabout at the eastern end of Reading, in Berkshire, I was reminded of the number of times that I have been at that corner and have remarked to my passenger: "There they go; look at them. Everyone takes the Bath Road. None of them ever thinks of taking the right leg of the fork." You can notice the predilection particularly on Sunday summer nights—by tourists on the way back to Town, no doubt well pleased with their outing, a little sunburnt maybe, but happy.

Happiness is easily changed to despair, and I know of few roads more calculated to induce despair than A4 on a Sunday night. Up to Maidenhead it is pleasant enough; there are Littlewick Thicket—hawthorns and hardwoods in a shimmer of evening green—and the bridge over the Thames down beyond Castle Hill. After that, and if it were possible, I should prefer to drive with my eyes shut. And there is, of course, the traffic.

The other way is better, though only a stern devotion to duty forces me to say so. For my own selfish ends I should prefer that A329 remained as quiet as possible, so that the yellow sunlight that splashes through its pine trees of an evening can mould golden bars across the road that remain unbroken by other vehicles than my own; and so that I can stop, as I have often done, in order to stroll around and breath the heathland air, without inconveniencing my fellow-drivers and arousing them to impatient squawks.

One leaves Reading, therefore, by the right fork past the cemetery for Wokingham. Until that little town is reached the route is pre-war ribbon, not badly done, and without a speed limit in spite of its street lamps. As a matter of fact,

there was an agitation for a limit not long ago, but Mr. Barnes was not to be led by the nose, and, investigating an alleged bad accident record, found that speed had very little to do with it. Consequently one may still drive fast along past Winnersh to Wokingham, and a speedy road it is, although the fringing houses make one use the right foot with some circumspection.

The way through Wokingham is direct and charming. As you cross the railway bridge, the slim spire of the church stands elegantly aside on the right; it is Sunday evening, we are presuming, and the westering sun will splash a highlight down its side to bring out the contour. It will also irradiate the branches of the oaks that form an uphill avenue into the town. Look left as you climb the hill, at the neatly pretty row of houses atop the shaven bank; this is Wokingham's nicest bit. Then there is a wider stretch into the centre of the town, and then little old cottages crown in on you from either side and, for the short space of a hundred yards or so, you need to go carefully. Never mind; after turning right when confronted by another church you may counterbalance the restriction by opening out as the road swings first right, then left, in a well-engineered concrete swathe through a pleasant East Berks landscape of homes, meadows and woods. The road itself is fringed by flowering trees of the prunus type, and on the correct spring day your car can be showered with pink petals like a bride at a lychgate.

Coming down in a last grand sweep from a hilltop, the concrete gives way to something more familiar, with an ill-defined edge and a wavy surface. After dark the transition is perplexing at speed. For a mile or two this continues, and then the car climbs through another typical little East Berks market town—up Bracknell High Street. The High Street is not unpleasant, but it has no obvious gems, unless it be the Old Manor Hotel set back at the cross-roads at the top of the town. Berkshire brick is characteristic of Bracknell—a kiln district—and here it is displayed with all the charm that weathering can give it. But you are over the top now and away towards Ascot, and you may not even have remembered that Bracknell is "scheduled" (horrid verb) to become a new town. If you have remembered, it will probably be to join the local people in murmuring "a pity," and hoping that something will turn up to prevent it.

To Ascot the road is straight and fast. Very fast. On an Austin A.90 I have seen 85 m.p.h. on the speedometer along this stretch, the surface of which is as level as a tide-abandoned sand-flat. Suddenly you swoop between

"The Wheatsheaf Hotel, opposite which the recommended route swings to the right." From this point the pre-war M.C.C. classic trials used to start.





ALTERNATIVE TO A4 : continued



"The slim arches of Hampton Court Bridge"—a Whistler effect on a foggy morning from the south bank of the Thames.

red brick walls and realize that you are running alongside Ascot racecourse, but the walls are all there is visible, unless one is prepared to turn off to the left and explore the Heath, across which the racecourse runs. However, this is no pastime for an evening run home, but might well be reserved for a day when the sun is hot and high, and the thought of the sunburned grass and a Thermos overrides the fear of ants and evening mosquitoes.

Ascot is not a very pretty town, but there is so little of it on A329 that its ordinariness is not oppressive. Beyond it the road does a dance to and fro, its skirts swishing round the corners—temptingly fast—and finally presenting an "electric brae" effect as the car speeds past the entrance to Fort Belvedere—an entrance that always brings back to mind the smudgy night photographs recorded by Fleet Street when the constitutional crisis was at its height in the 'thirties. Past this, going Londonwards, the car seems to run more easily than it should, because the contours falsify the gradient. It is climbing, none the less, and soon runs out alongside and above the lake of Virginia Water, too famous to need description, too beautiful to be ignored. The ruined columns beside the road—just visible over a brick parapet—should, however, be ignored except to acknowledge their improvement of the landscape, for they are fake. Fort Belvedere itself is elusive. You may catch sight of it high above the road on the right-hand side one evening, and on the next you may miss it; never mind, it is, in any case, a mere glimpse of its dominant tower.

And so A329 plunges down into A30, which comes slicing in from the West Country. You turn left, and immediately beside you, over the highest and most obstructive railings in the world, is the artificial but lovely waterfall over which the lake spills. No parking is allowed, it is true, but cannot we have those railings Eton-cropped, so

"Presenting an 'electric brae' effect." On this stretch the gradient is deceptive as a result of the contours. The entrance to Fort Belvedere is seen by the distant car.



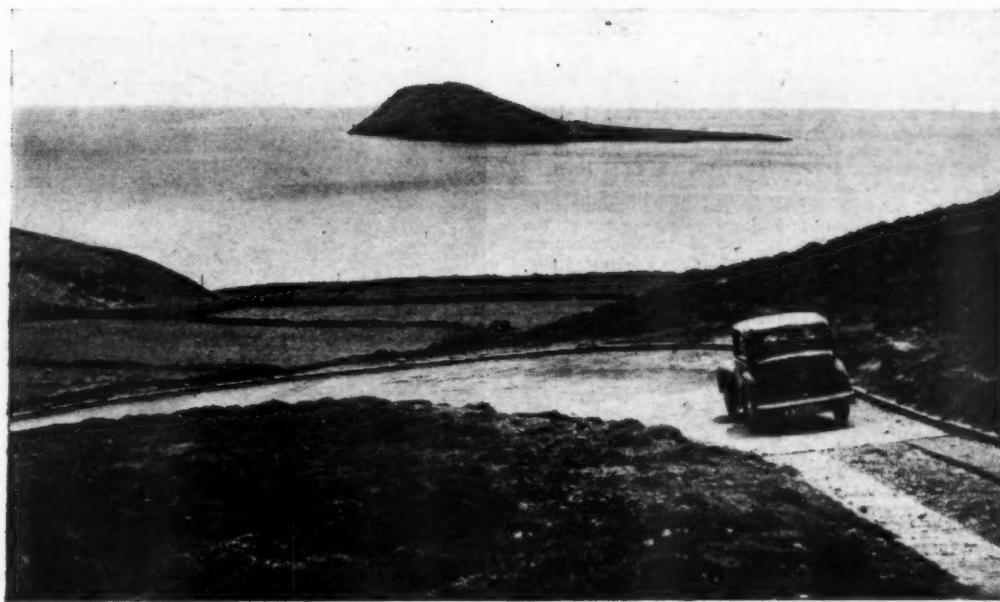
that at least our passengers may glance back at the glint of silver under the beeches?

Elevation to A30 status does not last long. Less than a quarter of a mile down the road is the Wheatsheaf Hotel, opposite which the recommended route swings to the right. No motorist can pass the Wheatsheaf without thinking back to pre-war M.C.C. trial starts in the woods opposite, where, at dead o'night, the crisp rattle of sporty exhausts started a week-end's fun.

In parenthesis, the route need not swing to the right, for one may continue along A30, drifting down into Egham and Staines, if so minded. However, we like the right-hand route better, for it runs under the woods and out at Virginia Water station, then makes an abrupt dash and a left turn into Thorpe. Standing sentinel in Thorpe is a stone cross, and at this point you are urged to turn right again, in order to traverse a leafy lane up and over the shoulder of St. Ann's Hill, a hill of remarkable grace for one so close to London. Again there is fun to be had on the bends, and if there is fog about the whole route from Virginia Water is likely to provide fun, for this is a foggy area—but then, so are the Great West Road, and Kew and Hammersmith.

First glimpse of the river comes at Chertsey, for you cross Chertsey Bridge. After that the river is your companion—unseen at times, at others very evident—until you leave it for a long spell at Walton. This part is intricate, and the straightforward route which diverges at Shepperton through Sunbury to Hampton might be preferred. But if you go through Walton you have a crafty advantage, for beyond the little town, towards Hampton Court, the road bisects the London lakeland, where the reservoirs are. And this road is derestricted, giving your car a last exhilarating dash into the town. The entry, too, is dignified, for at a precise moment of corner-turning the slim arches of Hampton Court Bridge fill the windscreen, and over them, on a clear day, can be glimpsed the chimneys of Hampton Court Palace itself.

A smart left turn over the bridge, a skirting of the round-about, and a right-hand swing take the car towards Kingston. Surprisingly enough, this piece of road, traversed by trolley buses, has no speed limit, but it is rare that traffic permits any speed of note. Finally the car noses over Kingston Bridge, up the Hill, down the Vale, and there is the Kingston By-pass roaring in near the K.L.G. factory. After that you will no doubt diverge, each to your homes, but I would slyly point out that the A3 crossing of Putney Hill or Wimbledon Common down to Putney or Wandsworth is worth a dozen traffic lights on the Great West Road. In fact, anything is better than the Great West Road, and that is why I feel that it is worth your while to take the right-hand fork at Reading.



The wartime watch over the coastline has left one good legacy in roads giving access where none was possible before. Here, at the westerly tip of the Lleyn peninsula and looking out to Bardsey Island, in North Wales, is a good road which continues as twin strips for heavy vehicles.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

POST-WAR FINISH

Technical Reasons for Plating Deterioration

[62486.]—Regarding [62450] the electro-plating problem can be ascribed to two causes, viz., efforts by manufacturers to increase output, and the use of greatly different materials from those used in pre-war days.

As I am engaged in the electro-plating trade, but not as a specialist in quantity-production car plating, the problem has been brought to my notice in a forceful manner. Recently we were asked to replate two sets of bumpers from two cars of the same manufacture whose total ages were 19 months.

Modern methods have nowadays been applied to an old-established trade directly descended from the ancient art of coating a base metal with any other metal in order to enhance its beauty and increase its resistance to corrosion. The results have not been extremely gratifying, as witness the new car owner who "expects" the decoration of his vehicle to be of poor quality.

Good quality plating depends mainly upon two things; adherence of the plated coating to the base metal, and a thick, close-textured coating of nickel as a foundation for chromium. The first is easily obtained, as good cleaning before plating is the answer. The second is a different matter in these days of high wage and material costs, as it means long immersion in the plating vats, or the use of highly concentrated and chemically complex plating solutions.

To return to my previous remark on the material used for car parts and fittings, the old favourite brass has been almost entirely superseded by steel and the zinc-based die-cast alloy, with the exception of bumper bars, which, of course, have always been made of steel. Both of these materials must be well plated if they are to be preserved, as thin porous nickel coatings allow the atmosphere (pretty potent, too, in some parts of England) to reach the supposedly protected article, and give rise to rust formation in the case of steel and the familiar white spots on the die-cast fittings. Die-cast alloys have always been a headache in our trade, as these alloys appear to work galvanically throughout their life.

It must be pointed out that these remarks barely touch the fringe of this serious problem. One shudders at the thought of contemporary cars exported to countries whose climates expose the plating to extremes of heat, cold, and, worst of all, humidity.

I recently inspected the rear bumper of a new car costing over £1,200 and whose speedometer showed 500 miles, as we were asked to replate it. Supposedly the owner will just grin and bear the cost, as being indignant does not seem to help very much these days.

S. W. WHEAL.

London, N.19.

1934 Austin Ten "As Good as New"

[62487.]—I fully agree with [62450]. The external finish on the majority of new cars is very bad indeed. How different the finish was in the early 1930s! Respraying was seldom necessary, and the chromium was wonderful. I have a 1934 Austin Ten, and the chromium still looks as good as new.

I know of new cars that have needed respraying in less than twelve months, and the chromium sometimes starts to show rust in a matter of weeks. Surely the answer is that today chromium is put on thin steel, but years ago it was always deposited on brass?

J. G. HITCHINGS.

East Dean, Sussex.

ROAD TESTS

Reason for Limited Post-war Numbers

[62488.]—I have been an enthusiastic and regular weekly reader of your journal since the year 1930, a matter of twenty years, and every time I have opened the pages of a new issue I can say without exception that I have turned at once to the Road Test pages.

During the war we all suffered from almost a complete lack of Road Tests, except on a few second-hand cars, and looked forward expectantly to the end of the war and their reappearance every week. Unfortunately, we are now five years from the end of the war and our Road Tests have by

CORRESPONDENCE . . . continued

no means appeared with anything like the desired frequency, e.g., twenty-five in 1948 and twenty-eight in 1949.

Now I don't want to give the impression that I don't appreciate the other features because I generally read every word, but the Tests are of vital importance for those of us with new cars on order.

T. C. S. NEAL.

Folkestone, Kent.

[We share our reader's regret at the limited number of Road Tests which appear nowadays. Unfortunately the matter is out of our hands and in those of the manufacturers from whom the cars must come. It should be recognized that cars for Road Test must be run-in and prepared, a procedure involving time and vehicles out of normal production for home and export, and the manufacturers are understandably unable to permit these too frequently. Every vehicle that is made available is tested, and this journal hopes that the numbers will grow steadily until the feature is once again a "weekly."—ED.]

MIRRORS

One Wanted on Each Wing?

[62489.]—All cars should be fitted with outside mirrors, one on each wing. There is little time and effort of eye accommodation needed from road to mirror *at that distance* from the eye. If one turns the car in either direction one must see the mirror reflecting traffic overtaking.

An internal mirror requires a great effort of accommodation for near vision, and movement of the head also.

F. W. SCHOFIELD (Dr.).

CAR EXPORTS

Is There Really a Lack of Shipping Space?

[62490.]—I have read with interest the article, "Statistician's Holiday" in your issue of February 3, but mention was made that if, by restricting the home market to 110,000, some 390,000 cars would be available for export then shipping alone would prevent this figure from being realized.

I would like to challenge this statement when about 50 per cent of British deep sea tramp ships (many of which were designed and built during the war with a view to carrying military stores and vehicles) leave this country in ballast without cargo (especially when going to North America); also when some tramp shipowners have had to consider laying up their ships owing to lack of employment.

SHIPOWNER.

Tynemouth, Northumberland.

WALKIE-TALKIE TRAPPING

Time to Unfurl the Red Flags

[62491.]—I heartily endorse your remarks in the leading article about the police in Wiltshire—the identical sentiments were expressed by myself when I read about the "new methods" in the paper. What, indeed, are we coming to? Better get out the red flags again and go back to a "safe" speed of 5 m.p.h.

G. W. HENNING.

Whitton, Middlesex.

PREMIER RALLY

Circuit of Ireland Trial a Challenger

[62492.]—For very many years I have been a reader of your journal and I always look forward to it each week with the greatest pleasure.

In your leading article of February 3 I notice your reference to the Monte Carlo Rally and I will quote your remarks—"The Monte Carlo Rally occupies an unchallenged position as the premier rally of contemporary motoring, and it is disappointing to find that, in the efforts to contest its supremacy, this country is not yet numbered."

May I draw your attention to the Circuit of Ireland 1,000-mile Trial, which I think is a very big effort indeed to provide in the British Isles a trial similar to the Monte Carlo Rally? Admittedly the major portion of it is held in the Irish Republic but this only makes the competition more interesting and provides a wide variety of roads and conditions. Incidentally, it also solves the petrol difficulty.

The point I want to mention is that here in Ulster we have the Ulster Automobile Club which organizes this trial yearly to coincide with the Easter holidays. As you are no doubt aware it has been so successful that this year the authorities have decided that it is eligible for trade participation and advertising of results, and it is the only trial so favoured to



ONE-MAN CAR

They Got Together in 1925

[62493.]—As a reader of The Autocar, I am sending you a photograph of myself and my Morris-Cowley. I bought it in June, 1925, and am the sole driver. The engine, gear box, differential gear, starter and chassis have never been interfered with since it left Cowley in 1925, with the exception of the removal of carbon and adjustment of tappets and replacement of batteries and tyres.

I have done 100,000 miles, at an average speed of 20 m.p.h. Recently the car did 35 miles to the gallon of petrol, using very little oil. It never disappoints me. I call it "The good old Faithful."

At present it is going fine, and I expect it will give satisfaction for a number of years to come.

THOMAS SULLIVAN.

Cornamona, Galway.

be held in the British Isles this year. I think therefore that here in Ireland a very serious attempt is being made to contest the supremacy of the Monte Carlo Rally.

Wishing your excellent journal continued success and looking forward to seeing a very full report on this year's Circuit of Ireland Trial.

HUGH C. REID.

PROTEST

Brands Hatch Spoiled by Cars?

[62494.]—I would like to register a strong protest on behalf of many racing motor cyclists, including myself.

It is against the proposed use of Brands Hatch by racing cars, the reason being that, when wet, like Silverstone, it would be very dangerous owing to rubber left by the cars.

Surbiton, Surrey.

P. C. S. WEBB.
[The proposals are for 500 c.c. races only, participants in which are not usually "rubber-depositors"—ED.]

PETROL

Squadermania in Germany?

[62495.]—The heading of your leading article (January 27) is appropriate, but not in the sense you intended. I suggest it is nothing short of an impertinence to suggest that 2,000,000 motorists (of whom I am one) will vote anti-Labour because they are informed that petrol rationing is to be abolished in Germany. Although the author of the article may not be aware of it there are many other aspects of government as well as the rationing of petrol.

If, instead of flying into print, he had taken the trouble to investigate the facts he might have discovered that a 200-word report full of condemnation of Dr. Adenauer's Government is on its way to Washington. It has been drawn up by American Marshall plan experts, and it accused Western Germany of reckless spending of Marshall Aid dollars in increased home consumption. They feel that the West German Government has little intention of developing the nation's own resources or starting an export drive as Great Britain has done.

Bexley, Kent.

R. A. HEAD.
[The article "Production is Their Wealth" in the February 3 issue does not bear out our correspondent's statements]

In
Bluecol
weather—



Your car is not safe

unless it is 'frost-proofed'

It's a nuisance not being able to start up, but there is worse trouble than that. Frost can do irreparable damage to your car.

Have it 'frost-proofed' in readiness. One fill of Bluecol will last the whole year. Bluecol remains liquid through the hardest winter; it is proof against 35 degrees of frost.

Make up your mind to have a safe and comfortable motoring winter. Most garages have Bluecol now, but a sharp spell of 'real Bluecol weather' may clear them out. See your garage today.

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Smee's V66

CORRESPONDENCE

regarding Germany's intentions, nor does the apprehension expressed by British manufacturers at Germany's export plans. In any case, we are not concerned with Germany's internal economic affairs, because the allegation of *tu quoque* might well be made as regards Marshall Aid to this country and the expenditure on Virginia tobacco, for instance. We were merely concerned to draw the "fantastic" comparison of an ex-enemy country proposing to free petrol and the victors' ration of ninety miles a month.—ED.]

DOUBTFUL PROGRESS

The Long and Short of New Car Difficulties

[62496.]—I was delighted to read the article "Doubtful Progress" by "Palinurus" (January 27) as I have felt very strongly about these matters for some time.

I am rather tall (6ft 1½in) with exceptionally long leg reach but, on the other hand, the lady of the family who drives is exceptionally short in leg reach, so it is not easy to procure a car which can be driven in comfort by both of us. Our present car, a 1939 Standard Twelve, with its separately adjustable bucket seats and telescopic steering column, is very suitable.

On examining the new cars of reasonable price one finds that the headroom in front is poor and in the back I am touching the roof. If the front seat is adjusted to give me driving comfort there is no room for the back passenger's legs, and if adjusted for the lady, I cannot sit beside her on a bench seat.

Standardization of gear movements should certainly be agreed, as anyone who has found himself changing down on a strange car when meaning to change up will agree; also levers which do not catch your knee when using a pedal.

As a motor cyclist I have no objection to short sloping bonnets and think they are an advantage in certain circumstances.

Another thing I object to is the scrapping of ammeters and oil gauges. It was lucky I had one of the former lately when, owing to the a.v.c. going out of order, the dynamo started charging at 20 amps instead of 5. Without the meter this would have probably meant a burnt-out dynamo or ruined battery. I also find a water temperature gauge most useful.

I am always most interested in your tests of new cars and the headroom is one of the first points to be examined. I had looked forward to having a run in an Austin A.90 but, on examination, found it impossible to sit in the back of this car, and the steering wheel was so low that I could not use the pedals properly.

J. E. GOODBODY.

Clara, Offaly, Ireland.

"I Chose a Riley Adelphi Twelve-Four"

[62497.]—Please shake hands with "Palinurus" for me (January 27), and for others who feel that the car industry is making doubtful progress. There must be many of your readers who, if offered prompt delivery at list price of all the modern medium-priced new models, would turn up their noses, and go back to their pre-war cars.

Faced with the dilemma, I chose a Riley Adelphi Twelve-Four, which I can enter easily, see from easily, and have a comfortable ride in; with a good performance and reasonable economy.

Confront me with post-war Road Tests, and I will confute you with body dimensions, and dare swear that this model was the beau ideal, and might even be again, given modern Riley engine power and suspension. Then "Palinurus" could alter his *nous de plume!*

ERIC EDWARDS.

Driver Comfort a "Must" for Designers

[62498.]—Very many owner-drivers must wholeheartedly agree with "Palinurus" in his criticism of the modern trend in body design.

A large proportion of saloon cars are used a high percentage of their running time by the driver only, the next highest use surely being with one passenger, and a bad third and fourth with three or more passengers.

One therefore wonders why the great desire to put all seating between the axles, with the attendant inconveniences caused by bad vision, and cramped legroom for front and particularly back seating. It seems to me, having driven for some 34 years in a variety of makes of cars, that present-day body design has less comfort to offer the driver and his front seat passenger than cars built 10-15 years ago. And in my personal experience additional passengers carried in the rear seats are

continued

always so pleased to be motoring that I have never heard a passenger complain of being uncomfortable. Usually their weight in the rear of the car adds to the general riding comfort, and provided that the design is such that the rear seating is not too far behind the rear wheels, there is little or no sway at normal speeds.

The front quarter winding window of the old Vauxhall DX proved highly satisfactory for almost perfect ventilation, though its windscreen was too far forward. The position of the 21 h.p. Morris screen is much better, but its hinged flap ventilator leaves much to be desired. And a general moan amongst owners of modern cars; luggage lids should be hinged at the bottom. Manufacturers who make the luggage lid to open upwards would lose many customers if cars were in free choice.

The opportunity which *The Autocar* Correspondence pages afford motorists to air their criticisms is of great value to the owner and manufacturer alike. You have my gratitude.

Almondsbury, Gloucestershire. W. R. N. WHISTON.

THE NEW M.G.

Customer Who Has No Doubt

[62499.]—In your journal dated February 3 were printed two letters in criticism of the new TD Midget. May I, as an admirer since the first model (although I have never owned one before) say that after having the opportunity of inspecting the new model, I had not the slightest hesitation in placing an order before leaving the agent's showroom!

The sturdy chassis is a joy to behold in these days of "tin box body-cum-chassis" construction, and the rest of the car is obviously built to stand up to any treatment. The unladen weight is surely of little consequence [62457] when performances like those recorded in "Weekend on Skis and TDs" (January 27) are obtained.

There are surely "sour grapes" indicated in letter [62458]—or does the writer really like cleaning those wire wheels?

May I congratulate designers on the increased comfort which has given the idea of "out-door" motoring to—

Fleetwood, Lancashire. AN-OVER-40.

MEDICAL TESTS

Sudden Deaths More Frequent Nowadays?

[62500.]—I was very interested in your remarks under the above heading in the issue of January 13.

Reports of cases of sudden death seem to have been much more frequent during the past twelve months. People apparently in good health, going about their daily duties and on pleasure bent, without any warning to themselves or others, collapse and die. Schoolboys, persons in the 'teens and early 'twenties, in fact all ages, contribute to the number of tragic cases.

Sudden death is certainly not rare nowadays. One wonders whether doctors can detect the possibility of sudden illness, since most victims enjoy apparent good health.

I think that all drivers should pass a medical test if that examination is able to show the possibility of sudden collapse.

Havant, Hampshire. R. JERVIS.



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Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. In future a selection from these of wide interest will be published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications.

What R.A.C. Rating Means

I frequently see references to new cars of which the engines are classified according to cylinder capacity (in c.c. or litres) and giving the brake horse-power. I would be glad, therefore, if you could give me a table showing the average relationship between the new method of measurement and the old R.A.C. horsepower rating.

H. E. R.
Ipswich.

THESE is really no point in trying to perpetuate the use of the R.A.C. horse-power rating as it long ago became meaningless, and has no relation to the power delivered by the modern engine. Moreover, a post-engine with a large bore and short stroke would have a much higher R.A.C. rating than a pre-war engine of the same size but with a small bore and a long stroke.

Current touring engines develop between 28 and 35 brake horse-power per litre (of engine capacity), according to whether they have side or overhead valves. Sports engines run much higher, the XK120 Jaguar attaining over 46 b.h.p. per litre, and the high-speed Frazer-Nash engine, at 120 b.h.p., shows 60 b.h.p. per litre.

If you are interested in R.A.C. rating, the figure for any given engine can be obtained from the formula $\frac{D^n}{1613}$ where D equals the diameter of cylinders in millimetres and n equals the number of cylinders.

"Meths" as Anti-freeze

Is methylated spirit a satisfactory anti-freeze agent, and, if so, what are the best proportions of spirit and water?

Guilford. A. F. R.

METHYLATED spirit can be used, but it is not at all satisfactory. The trouble is that it evaporates and you cannot tell whether there is sufficient left to give protection when the frost comes.

Fitting a Blower

Do you approve of superchargers, or consider them harmful to the engine?

Cardiff. J. P. R.

THE question of fitting a supercharger should be viewed in relation to the particular car. In general, touring engines are designed with an adequate factor of safety, but if you persistently

use the extra power and speed obtainable with a supercharger, you may have to pay for it in some rapid wear. On the other hand, where the supercharger is used as a means of improving top gear performance and acceleration, and you are content only to call upon the extra possibilities of speed on the gears in moderation there is a lot of experience to show that a supercharger can be employed without a severe penalty in wear and loss of reliability. In general, the degree of supercharge should not be more than about 5 lb per square inch.

Hot Floorboards

I have a 1947 1½-litre car which I have owned since last April. Ever since I have had the car I have been troubled with excessive heat in the driving compartment. During the summer it was unbearable. The felts under the carpets have been attended to by the maker's agents without effecting a real improvement. Could you recommend any heat-resisting felts which would serve my purpose? Insulation board has been recommended, but I do not think it will bend where the floor levels out.

London, W.10. C. H. L.

YOU might cure the trouble with an underlay of woven asbestos under the carpets. Insulation board is certainly a good alternative and, if you cannot bend it adequately at the base of the toe board, it should be possible to use two pieces and make a chamfered joint at this point. Have you checked the engine temperature in order to make sure that it is not overheating?

Racing Gear Change

Forgive my asking what must appear an elementary question, but I would like to know how a racing gear change (down) is made; how a racing start is accomplished and what factor governs the r.p.m. at which the clutch is let in.

London, N.12. V. C. F.

THE racing change down is made by keeping the right foot hard down on the throttle pedal, double-declutching rapidly with the left foot, and moving the lever swiftly across the gate to synchronize with the rapid rise in engine speed. It is not difficult, and it can be practised on any type of car.

For a normal racing start on dry tar-

mac, the majority of cars respond to an engine speed of between 3,000 and 5,000 r.p.m., depending upon the type and weight of the car. The main factor which governs this speed is the resultant amount of wheelspin, for, should the revs be too high, the initial wheelspin will be considerable and time will be lost as a result. More care is necessary on a wet road, of course. The required balance can only be acquired by practice, but this is hardly to be recommended on ordinary touring cars because the transmission is not designed to stand up to continual harsh treatment of this kind.

More Tax

I recently had a reconditioned engine fitted to my Morris Eight, and upon applying for a new licence in January, I declared on my application form that a new engine had been fitted. After much correspondence between the Morris works, the agents who fitted the engine, and the taxation office I found myself called upon to pay 25s extra per annum because the engine in question was oversize and is now registered as 8.3 h.p. I feel this is a great injustice and that honesty doesn't pay. Could you advise me on this question?

L. A. G.

Gaydon, Warwickshire.

WE regret to have to confirm that the tax authorities are correct in their decision to demand extra tax for an oversize engine. Admittedly, it is irritating to think that many others have oversize engines and are not paying extra tax. However, you will agree that it is not really an injustice inasmuch as motorists are expected to know that an oversize engine means more tax. It is time, of course, that the £10 tax for cars first registered on or after January 1, 1947, was extended to all cars. Broadly speaking, the "poorer" motorists are paying most of the tax.

Morris Timing

I have recently purchased a 1937 14 h.p. Morris saloon fitted with an oil coil, and I am not satisfied that I have set the timing accurately. Perhaps you could advise me?

R. B. P.

Ripon.

ON this model the distributor is fitted with a micrometer adjustment whereby the ignition point may be accurately set to suit varying fuels and conditions. When the engine is clean the micrometer scale should be set to O before setting the contact-breaker just to

separate at top dead centre. Adjustment of the ignition point is carried out by slackening the pinch bolt of the distributor attachment plate and rotating the distributor body to the desired position. Tighten up the pinch bolt as soon as the adjustment has been made. Later adjustment can be made with the micrometer device, but with discretion, because one division on the scale equals two degrees on the distributor.

Graphite Additives

I have seen oil additives containing colloidal graphite advertised in your journal, and I should like to know if these do any real good to the engine and whether they make use of upper cylinder lubricant unnecessary.

J. P. C.

Machynlleth, North Wales.

THE use of an oil containing colloidal graphite is calculated to leave a light film of graphite over all of the working parts, and does, to some extent, reduce the need for an upper cylinder lubricant.

Clutch Slip as a Gear

Could you tell me whether any form of controlled slipping clutch is a replacement of a gear? In other words, if a car has an infinitely variable slipping clutch, could a gear box be dispensed with?

W. R. D.

Bushey Heath, Hertfordshire.

IF a car is fitted with an infinitely variable slipping clutch, the gear box could not be dispensed with. There is already a clutch which will slip within wide limits, namely, the fluid flywheel, but a slipping clutch cannot increase engine torque and, therefore, is no replacement for the gear box.

Utility Speed Limit

I should be glad if you would inform me if a 10 h.p. Hillman station wagon or an estate car, is subject to the 30 m.p.h. speed limit?

J. V. B.

Mountain Ash, Glamorgan.

UTILITY vehicles, whether licensed and used for private or trade purposes, are always subject to the 30 m.p.h. speed limit, whether in built-up areas or not, as the deciding factor is the method of construction and not the method of use. If your vehicle can properly be described as being constructed solely for the carriage of passengers and their effects, then it is in the same position as a private car and is not subject to a general speed limit.

Alterations to a utility vehicle, such as bolting-up the rear doors, do not alter the fact that the vehicle is constructed for the carriage of goods as distinct from passengers' effects.

Interleaving Springs

Would you be good enough to give me your opinion and advice on the interleaving of springs with another metal, and the use of spring gaiters?

H. R. T. E.

IT has been fairly general practice in some quarters to interpose between the steel spring leaves, thin sheets of zinc alloy, which, by reason of high lead content, tend to provide a film having

lubricating properties on the leaf faces. This serves a double purpose of reducing friction and preventing rust and corrosion. The Austin firm, for instance, is among those which have for long past adopted this system.

A much older method of protection is the spring gaiter, which may, however, be a two-edged weapon, because the gaiter prevents the springs being inspected visually. If the car owner is prepared to remove the gaiter at reasonably frequent intervals to clean and re-grease the springs, they are an admirable fitment; but if the car is neglected in this respect, as are the majority, it is far better to leave the springs unprotected and to spray them with penetrating oil—a simple operation—when the car is greased.

Interleaving is a far better method, but also, of course, is rather expensive and not easily carried out on the existing spring.

Marks on Paintwork

I have applied a rust solvent to my car and, unfortunately, I was rather lavish with it, and it has left marks around the guttering of the roof of the car. I do hope that you can give me a safe remedy for removing these marks, as they give the impression that the car has been touched-up for some reason or other. The car's colour is black.

J. H.

Glasgow.

YOUR letter suggests that the rust remover contains a solvent which has damaged the cellulose finish. It may be difficult to remove the marks. We would suggest you try the effect of one of the milder abrasive cleaning pastes sold for use before applying wax polishes. This may enable you to cut the cellulose down to a level which has been unaffected by the solvent.

Using Methanol

I would be glad if you could furnish me with particulars of the appropriate proportions of methanol, benzole and petrol which should be mixed when using methanol as a fuel.

E. S. T.

Birmingham.

METHANOL will not mix with petrol, the presence of a blending agent such as benzole being necessary. The difficulty is that the methanol will take up any water that happens to find its way into the mixture (owing to atmospheric conditions or other causes), in which case the alcohol and water will separate out from the petrol, so giving two distinct layers.

A mixture containing equal amounts of methanol and benzole, the balance being petrol, is quite good from the fuel point of view and also for the engine, and will be stable, but a mixture in which the benzole is only half the methanol content, such as 20 per cent methanol, 10 per cent benzole and 70 per cent petrol, is regarded as the minimum benzole content to be really safe from the water trouble.

Mixtures of equal quantities of methanol and benzole are reasonably good from the carburation point of view, as the methanol and benzole effects cancel out to a great extent. Methanol needs a larger jet and benzole a smaller jet.

If neat methanol is used then the carburettor needs adjustment and the jet needs to be approximately twice as large as that used for the petrol. The consumption of neat methanol is twice that of neat petrol. Benzole, however, is only obtainable against the surrender of petrol coupons.

Sticking S.U. Piston

I have a new Morris Minor with which I have covered 3,500 miles. The car recently failed to start when I had left it for about 15 minutes during a journey. Before stopping the engine I had to drive forward and in reverse once or twice to park the car. The petrol was coming through to the carburettor satisfactorily. I left the car and had some lunch, returning in about two hours to find that the car started without any trouble. I would be glad if you can give me any advice to help me prevent such an occurrence in the future.

L. B.

London, E. 11.

THE most likely cause of a temporary failure of this kind is a sticking piston in the S.U. carburettor, a frequent symptom of which is stalling of the engine. This can be cured by cleaning the piston and bearing housing and then adding a little machine oil at the top of the piston spindle. If the trouble should occur again it is easy enough to check whether the ignition is at fault by removing the distributor cap, pulling out the high-tension lead and shorting it to earth, while opening and shutting the contact points by hand to see if a spark is produced.

Oleo Pneumatic Struts

I am 15 years of age and very interested in cars. Would someone please answer these questions? What is sprung and unsprung weight? How do the oleo pneumatic struts work on the B.R.M. and how are they applied to the suspension?

J. M. S.

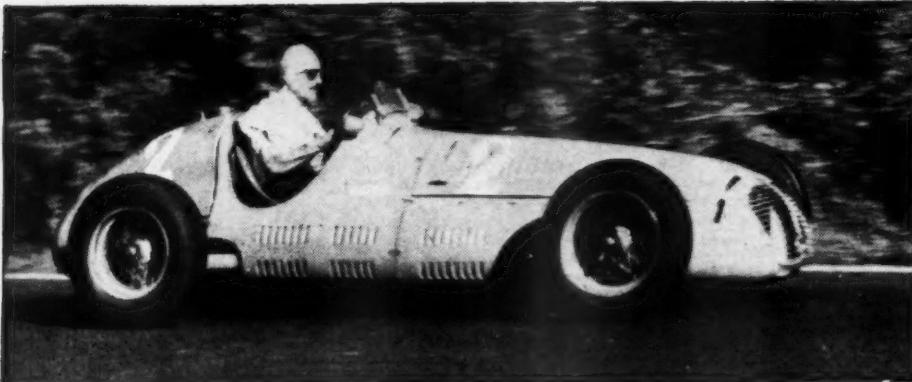
London, N. 10.

SPRUNG weight on a motor vehicle is those elements of the structure which are separated by the suspension system and insulated from road shocks.

Unsprung weight is that part of the car which lies between the spring and the road and so receives the full impact of road shocks, i.e., wheels, tyres, brakes, steering connections, and so on.

Some items are partly sprung and partly unsprung and the designer proportions the weight in his calculations; e.g., the outer ends of the steering connections and suspension wishbones are unsprung, but the inner, being separate on the car structure, are sprung. To obtain good riding the designer endeavours to keep unsprung weight down to a minimum.

The oleo pneumatic struts on the B.R.M. are still in the development stage and details have not yet been released for publication. They are, however, similar to an aircraft undercarriage in construction and look rather like big telescopic dampers. There is a piston working in a cylinder of compressed air and the connection of this piston is damped by another one working in fluid as in the normal shock absorbers. One end of the strut is attached to the wishbone and the other is anchored on the frame of the car.



Grim determination: the Argentinian driver Campos travelling really fast in his Maserati at Monza during last year's Italian (and European) G.P. He retired with engine trouble when in second place. It is rumoured that he and Fangio will be touring Europe again this season, with an even more formidable array of expensive cars than before.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

COMPETITION LICENCES—THERE IS TO BE NO WATERTIGHT DEFINITION

I MAKE no apology for returning once more to the vexed question of competition licences. First of all, the R.A.C. have now announced that, instead of attempting to draw up a watertight definition of the kind of social event, to compete in which possession of a national competition licence will not be necessary, they will decide each particular case on its merits as the occasion arises. This is rather a relief, in view of the amount of argument that was brewing over that difficult definition, and I do not think that club secretaries need expect any particular difficulty in obtaining exemption for events of the kind referred to; that is, gymkhana, treasure hunts, main road runs, map reading contests and things of that nature.

It will still, of course, be necessary for any competitor in a speed event or reliability trial, even the closed club variety, to possess a competition licence, but I cannot believe that this will prove a deterrent to any serious competitors, and its necessity should induce in them a due sense of responsibility for good behaviour.

One more thing; it seems that there are still some people who are inclined to lay the blame on the R.A.C. for the fact that Leslie Johnson is now debarred from taking part in British national events for the rest of this year. However, the perfectly reasonable regulations which have led to this state of affairs are, of course, those drawn up by the F.I.A., the international governing body of motor sport, and the only part the R.A.C. have played in this affair is to point them out to all concerned.

REGULATIONS for the 13th Rallye International des Alpes are now published and are very much as last year. This year the route, however, is more truly international, as the total length of 3,035 km (1,897 miles) includes

1,376 km in France, 964 km in Italy, 396 km in Switzerland and 299 km in Austria.

The rally will be held in six daily stages, commencing on the night of July 13, with only one rest day at Cortina d'Ampezzo on July 16. The first stage from Marseilles to Monte Carlo is the same as last year, over Mont Ventoux and through Barcelonnette. Also as last year is the second stage to Cortina, and it includes a speed test on the Turin-Bergamo autostrade. The third stage to Innsbruck includes the Grossglockner Pass, and the fourth stage to Innsbruck includes the Stelvio, on which there will be a timed hill-climb. On the fifth stage to Megève last year's route is rejoined at Tiefencastel and the sixth stage to Cannes is also the same as last year's final stage, except for the last few miles, and will include another timed test on the Col de Vars.

Altogether the route includes 34 mountain passes, of which two are over 8,500ft and six over 7,000ft high. The average speeds for the different classes are the same as last year's. Apart from cups and trophies, a sum of one million francs will be shared equally by winners of Alpine cups. If there is one sole Alpine cup winner, as last year, he will receive the whole sum!

REGULATIONS are now out for the 1,000-mile Circuit of Ireland Trial, organized by the Ulster Automobile Club, and due to take place at Easter, April 8-11. Entries (limited to 180) will be divided into three classes: one, for open cars of any capacity; two, for closed cars up to 1,300 c.c., and three, closed cars above 1,300 c.c. Entries close at noon on March 18, or before, if the limit is reached earlier. Organizers: Ulster A.C., Saxone House, Donegall Place, Belfast.

BIRMINGHAM became one of the starting points for the Sestriere Rally on Monday last. Leslie Wilson, secretary of the Midland A.C., signed and stamped the route books of Ken Wharton and Joy Cooke, whose Ford Pilot and Anglia were well provided with

extra spare wheels already shod with chains, while a crowd collected in true Continental style.

MY overseas mail brings news of the Pat Fairfield Handicap in South Africa. Large crowds flock to the road circuit on Durban seafront to watch the event, comprising two races—junior and senior—on January 14. One lap covers 2.8 miles. The drivers: Local enthusiasts with a few from Johannesburg. Their cars: Numerous 747 c.c. Austins, M.G.s, two 500s, an E.R.A. and a number of specials. Isobel Henderson (570 c.c. Fiat), the only woman competitor, was first off in the junior handicap with a field of Austins, Ford-engined specials and 500s in hot pursuit. Lap twelve (half-distance), and the lead was still in feminine hands, with Roy Henderson (747 Austin) lying second, and Fregona, with a neat 500 powered by a Triumph twin engine, fourth, behind McKenzie (747 Austin). But Fregona, gaining seconds each lap, overtook McKenzie, who was leading by lap 12, to win the race.

Result.—1, Triumph 500 Midget (O. Fregona), 58.3 m.p.h.; 2, Austin 747 (A. A. V. McKenzie); 3, Austin 747 (R. Henderson); 4, Fiat 570 (Miss I. Henderson).

Twenty-one cars started in the senior handicap, with 15 m 25 s separating E. Bentley's Riley, first car away, and Basil Beall's E.R.A., on scratch. For 18 laps Duplooy and Walters, both driving stripped T-type M.G.s, fought wheel to wheel in the lead, passing and re-passing several times each lap. At half-distance (lap 16) first place was taken by Geary, in a similar type M.G. A pit stop put in by Walters lost Duplooy his duelling partner, only for him to start another duel, this time with Geary, who retired with plug trouble and left Duplooy an easy victory—his first race, and a highly successful début.

Result.—1, M.G. 1,250 (G. L. Duplooy), 66 m.p.h.; 2, Ford 3,600 (M. Miller); 3, M.G. 1,250 (W. L. C. Miller); 4, M.G. 1,250 (W. E. Walters).

THIS year the Midland A.C. was able to return to its pre-war practice of holding an annual dinner. Members and guests, to the number of 350, attended and speeches were taboo, although the chairman of the committee, C. R. M.

THE SPORT:

continued

Parr, broke the rule to allow the club to make a presentation to Raymond Mays, and in so doing disclosed that Ray had damaged a knee in winter sports, and was present in defiance of medical orders. Naturally he referred to the B.R.M. project and wished it luck, a sentiment echoed by all. Mays expressed his appreciation of the handsome fruit bowl presented to him, and of the travelling workshop scheme, initiated by the M.A.C., for which considerable support is being received from other clubs. He said frankly that the B.R.M. needs all support possible, and asked that patience should be shown while the cars were developed.

DETERMINED to give drivers of standard cars a "day out," the Lancashire and Cheshire club arranged an excellent trials route amongst Derbyshire hills and dales last Sunday. Starting from Macclesfield, the 25 competitors soon reached the first observed section, Merry-go-Round, a sharp right-hand hairpin, into a disused quarry and a few yards of soft stuff; but the standard productions, subdivided into saloons and sports cars, made light of it.

Next came Grassy Knob, exactly what its name implies, and lack of adhesion made most of the entry fail, although E. N. Bloor (Rover), N. Pellowe (Austin Sixteen), N. D. Howard (Ford Anglia), T. H. Bagshaw (Singer Nine), S. Hackett (Austin Sixteen) and J. C. Wallwork (Austin A.40), all in the saloon class, made good climbs, thanks to being early comers and having suitably soft tyres.

The lunch stop was quickly followed

by the first test, reversing into a "garage," and an observed section, Forrest Lane, which is a long, narrow and rough moorland track with a firm surface nicely covered with slime. The weather had been dry but cold during the morning, but "snow on high ground" made the marshals and helpers thoroughly uncomfortable, although the drivers did not seem to mind it. Bloor brought his Rover up in fine style; Miss Corbishley just managed to keep her little red Fiat 500 motoring, and T. H. Bagshaw bounced his Singer up at speed. R. C. Goodchild's Alvis Firefly lost adhesion and so did a few more. There was much pumping-up of tyres at the top.

A straightforward acceleration test and a few more sticky surfaced hills, including a disused quarry, brought the competitors back into Macclesfield and to finish at the Dixon Arms, Chelford, where two more tests and another skidpan surface caused fun and games. Only three clean sheets remained, to the credit of Bagshaw (Singer), Wallwork (Austin A.40 and Bloor (Rover). The sports car class did not shine—no discredit to them because they were given more difficult starting lines on observed sections.

Results:

Saloon class: 1, Singer (T. H. Bagshaw); 2, Austin A.40 (J. C. Wallwork); 3, Rover (F. N. Bloor).
Sports class: 1, M.G. TC (A. J. Liley); 2, M.G. TC (B. J. Howard); 3, M.G. T (W. Bean).
Novice's award: Fiat 1,500 c.c. (J. West).

In the results, which were given in last week's issue, of the Hagleay and District L.C.C. Clee Hill Trial, A. Jeavons was wrongly credited with having won a first-class award. In fact, this should have gone to G. B. Hewitt, who also drove a 747 c.c. Austin. J. A. C.

CLUB NEWS

Bristol M.C. and L.C.C.—The Full Moon Cup Trial, on February 11, covered a course of 15 miles lying between the Weston-super-Mare and Bridgwater roads; there were 28 starters. Heavy weather immediately before the trial greatly increased the hazards, as the hills were mainly of the mud and leaf mould character, and an afternoon of real "mud slinging" resulted.

Provisional results: Full Moon Cup (best performance): Riley Special (B. Fitzwater). First-class awards: Dellow (W. H. Waring), Meakin-Cross (D. J. Hase), Whiteford Special (J. T. Spare). Second-class awards: Dellow (D. Bollom), Morris (W. A. Cleave), Dellow (C. Brough), Robron Special (H. E. Roberts). Team award: B. Fitzwater and J. T. Spare.

Kentish Border C.C.—After a comparatively easy morning's sport in fine weather, Chalk Hill I, tackled in the wet afternoon, defeated all competitors in the Best Cup Trial on February 5.

Results: Best Cup, Mercury Spl. (R. W. Faulkner); Opposite class, H. R. G. (M. H. Lawson). First-class awards: H. R. G. (A. O. Gosnell), Dellow (E. W. Vero). Second-class awards: Brookes Spl. (R. E. C. Brookes), Battani Spl. (C. M. Boyce).

Bugatti C.C.—Thirty-nine cars started in the Night Trial, on February 4-5, and 36 finished. Results: Invicta Challenge Trophy (best performance): Standard Fourteen (J. M. Kay and J. Higgins). Special award: Riley Nine (C. H. Bulmer and Miss Logsdon, H. and B. C.C.). First-class awards: Lagonda Rapide (H. G. D. Webb and D. Mackintosh), Standard Fourteen shooting brake (F. A. Serjeant and J. Barratt), Ford Pilot (F. B. Brydon and I. Simpson), Allard coupé (S. H. Allard and A. May), Lancia Aprilia (P. L. Pulver).

Maidstone and Mid-Kent M.C.—Not one of the 32 starters in the Tywhit-Drake Cup Trial, on Sunday last, retained a clean sheet to the finish; there were five retirements. Results are as follows: Tywhit-Drake Cup: H.R.G. (M. Lawson); under 1½-litre sports class: Cotton (D. H. Cotton); over 1½-litre sports class: Bentley (A. J. Jarvis); under 1½-litre saloon class: Morris (R. Marsh); over 1½-litre saloon class: Riley (S. R. Seely); first-class awards: Clayton (H. Clayton), Morris (G. Pentony), S.M.W. (L. Fuller), Alpine (A. G. Pine), Ford (K. R. W. Shackell); Standard sports car award: M.G. (J. D. Hart); Standard saloon car award: Riley (G. F. Hayward).

West Hants and Dorset C.C.—The Hartwell Cup was won by L. J. Onslow-Bartlett (Ford 3,622), with 66 marks to his credit, in the trial of that name run last Sunday. The wet weather made the course very tough and the club had to cut out several sections. Thirty-four competitors started and 31 finished.

Results: Hartwell Cup: Ford 3,622 (L. J. Onslow-Bartlett) 66 marks; Club Cup (best open car): Allard 3,622 (J. B. Jesty) 58 marks. First-class awards for closed cars: Standard Vanguard (R. Newton) 57 marks; Frazer Nash-B.M.W. 1,490 (R. A. Walters) 56; Hillman 1,265 (H. R. Jesty) 56; Riley 2½-litre (J. W. Barter) 55; Sunbeam-Talbot 1,185 (R. F. Hill) 52.

First-class awards for open cars: Jaguar 3,485 (J. A. C. Laverick) 52 marks; Ford 1,172 (P. Herring) 52.

A club dance, in aid of the Racing Fund, will be held at the Territorial Drill Hall, Fleets Bridge, near Poole, on Friday, February 24.

M.G. Car Club (S.E. Centre).—Results of the Chilterns Trial, held last Sunday, are: Banana Trophy (best performance by M.G. C.C. member driving an M.G. car): M.G. 1,287 (H. W. Tucker Peacock). Hawks Trophy (best performance by M.G. C.C. novice member driving an M.G. car): M.G. 1,250 (M. J. Poole). Salmons Cup (best performance by M.G. C.C. member driving any other make of car): H.R.G. 1,500 (D. F. Annable); special award for best performance by members of invited clubs: Allard 4,375 (E. W. Frost, Harrow C.C.); special award for best performance by invited club novice: Frazer Nash-B.M.W. 1,971 (R. C. Willis, N.W. London M.C.); first-class awards: Allard 3,917 (D. Render), Ford 1,172 (V. S. A. Biggs), M.G. Ford 1,172 (G. G. Smith), Brown-Ford 3,622 (B. H. Brown); 49 starters; 44 finishers.

British Automobile Racing Club.—A dinner-dance is to be held at Grosvenor House, Park Lane, London, W.I. on February 28. Time, 7 for 7.30 p.m.; dancing will continue until midnight. Dress is formal and tickets, 30s each, can be obtained from H. J. Morgan, Secretary, 55, Park Lane, London, W.I.

Eastern Counties M.C.—At a well-attended meeting held at the Bull Hotel, Woodbridge, Suffolk, on Monday, January 23, this new club was formed. Its principal object is to foster interest in motoring in East Anglia, and events, yet to be arranged, will include trials, visits to race meetings, social functions and film shows. Joint secretaries are H. Murland, Bull Hotel, Woodbridge, and D. Smith, 10, Deben Road, Woodbridge.



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COMING SHORTLY

- FEBRUARY 17.—Lagonda C.C. Annual general meeting, Prince of Wales, Drury Lane, London, W.C.2.
- 17.—Shenstone and D.C.C. Dance and presentation of awards.
- 18.—Midlands Motoring Enthusiasts' Club. Minimum mileage and route-finding competition, starting Man in the Moon, Redditch Road, King's Norton, near Birmingham, 6.0 p.m.
- 18.—Riley M.C. (London Centre) Chiltern Rally.
- 19.—Southsea M.C. President's Trophy Trial, starting Huta Hotel, Hindhead, Surrey, 10 a.m.
- 19.—Lothian C.C. Half-day Trial, Scotland.
- 19.—Sheffield and Hallamshire M.C. Harrison Trophy Trial, Derbyshire.
- 20.—Middlesbrough and D.M.C. Lecture by R. J. Ginn, with film show.
- 22.—Leicestershire C.C. Annual dinner and dance, Bell Hotel, Leicester, 7.0 p.m.
- 26.—North London Enthusiasts' C.C. Jacobean Trophy Trial, starting Ware, Herts, finishing near Hertford.
- 26.—Vintage S.C.C. Bisley Rally and Trial, Bisley.
- 26.—Peterborough M.C. Navigation Trial, Peterborough.
- 26.—N. Midland M.C. Kitching Trophy Trial, Derbyshire.
- 26.—Tunbridge Wells M.C. President's Cup Trial, Kent.
- 28.—R.A.R.C. Dinner-dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.
- MARCH 4.—Leinster M.C. Lincoln Cup Trial.
- 4-5.—Lagonda C.C. Night Navigation Trial, starting Lambert Arms, Aston Rowant, Oxfordshire, 9.30 p.m.
- 5.—Harrow C.C. Moss Trophy Trial, starting Car Park, Beaconsfield, Buckinghamshire, 10 a.m.
- 5.—Shenstone and D.C.C. Shenstone Cup and Trophy Trial.

IN BRIEF

The Nuffield Organization announces that Mr. J. H. Jenkins, shipping manager of Nuffield Exports, Ltd., has been appointed commercial manager. In this new capacity he will retain administrative responsibility for the shipping department, though his major interests will in future lie to an increasing extent in the sphere of commercial and financial policy.

The death is announced of Mr. F. G. Carey, of 14, Stoneleigh Avenue, Coventry. Mr. Carey was a member of the Institute of Costs and Works Accountants, and had a distinguished career in accountancy work. He had been associated with the Standard Motor Co. Ltd. since 1930, and held the post of chief cost accountant.

Mr. Graeme K. Howard, vice-president of foreign operations of the Ford Motor Co. of America, has joined the board of the Ford Motor Co., Dagenham.

The annual general meeting of the members of the Motor and Cycle Trades Benevolent Fund will be held at the Connaught Rooms, Great Queen Street, London, W.C.2, on Tuesday, March 7, at 10.30 a.m.

As a result of greatly increased sales at home and overseas of Victoria roof luggage racks the retail price in Great Britain has been reduced from £6 6s to £5 5s. The manufacturers are G. G. Norman and Co., 50, Vauxhall Bridge Road, London, S.W.1.

The next lecture in the series for members of the motor vehicle repairing industry, run under the auspices of the Kent Education Committee, will be held on Wednesday, March 15, at the Technical College, Darnley Road, Gravesend. The subject will be Lockheed hydraulic brakes, and Mr. B. Marsh, of the Automotive Products Co., Ltd., will be the speaker.

A rearrangement of some of the senior personnel of Jowett Cars, Ltd. has been occasioned by the reduction in allocation of cars for the home market. Mr. T. E. Gascogne will remain general sales manager but he will devote most of his time to the export drive. For the

same reason Mr. J. W. Copeland will be attached to the export division, and Mr. E. G. Green will also concentrate on this field. The previous home sales organization will be merged, with Mr. E. J. Suter as manager. The London office and showrooms, at 48, Albemarle Street, London, W.1, will be maintained under Mr. J. H. Baldwin, who will also continue to control advertising. Mr. Gascoyne is leaving England for a tour of North America.

The A.B.C. of Car Hire in Great Britain, published for Associated Carways, Ltd., 31, Norfolk Place, London, W.2, has been distributed throughout the U.S.A., South Africa, Australia and other countries. Many chauffeur-driven tours are described and full details are given of self-drive car facilities. The booklet is available from the Carways company.

The Alan Turner Opera Company, a section of the Ernest Turner Industrial Group social service, which has consistently raised money for motor charities, reports that £1,800 has been reached since 1946. Last year "Chu Chin Chow" cost £3,200 to put on and made nearly £500. About 15,600 paid to see the show.

The Pliofilm packaging material department of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. has now been made a separate unit at Wolverhampton under Mr. Charles Lein.

Mr. Alex Fraser, vice-chairman of Girling, Ltd., left England on January 26 for a month's business tour of South Africa. During his stay he will visit Johannesburg, Durban and Cape Town in connection with the servicing of Girling products.

The Parsons Chain Co. Ltd., Stourport-on-Severn, Worcestershire, have investigated the origin of the non-skid chains used by Richard Dimbleby while reporting the Monte Carlo Rally for the B.B.C., which broke promptly after being fitted. Parsons report that the offending chains were of French manufacture and that no complaints have been received about their own chains, which were fitted to two or three dozen of the competing cars.

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- 1948 ARMSTRONG SIDDELEY 16 h.p. Hurricane drophead Coupe
- 1948 AUSTIN A.40 Saloon
- 1948 TRIUMPH 14 h.p. Saloon

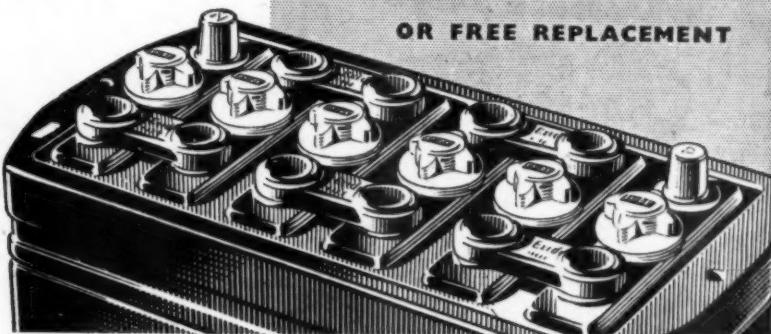
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1946 Oct. ROVER 16 sports saloon, black with brown leather upholstery, H.M.V. Radio, 18,000 miles, superb condition	£1,095
1946 Dec. ROVER 12 saloon, black with brown leather upholstery, one owner, excellent condition	£1,050
1938 ROVER 12, 6-light saloon, black with brown hide upholstery, original condition, moderate mileage	£495
1947 April ARMSTRONG TYPHOON, black with fawn upholstery, 7,000 miles, quite as new..... Similar car as above at 11,000 miles	£1,025 £995
1937 ARMSTRONG 14 saloon, cream with brown leather upholstery, one owner, 34,000 miles	£345
1948 June HUMBER HAWK, grey, with leather and cloth upholstery, 18,000 miles.....	£925
1948 March 1½-litre JAGUAR, special equipment, black with brown hide upholstery, 16,000 miles, new condition	£1,025
1948 VAUXHALL 14, black with brown leather upholstery, fitted heater, one owner.....	£785
1946 Oct. VAUXHALL 10, maroon with brown upholstery, low mileage, original tyres	£575
1948 April TRIUMPH Roadster, black with beige hide upholstery, fitted with Clayton Heater, Scintilla ignition, fog lamp, 10,000 miles	£925
1949 Jan. TRIUMPH Razor Edge saloon, black with beige upholstery, Clayton Heater, one owner	£1,025

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1939 A.C. Sports 16-50 2-seater Roadster. First registered 1948. Colour Black. Blue leather, very large engine 16,000 c.c. Good tyres, immaculate condition. Recommended	£615
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A.C.

JACQUIER, Ltd., offer:—

1936 A.C. drop head foursome coupe, exceptional condition for year: £295.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1989]

WARRICK WRIGHT, Ltd., offer:—

1948 A.C. 2-litre saloon, suede green, maroon leather, 7,000 miles: £1,250. WARRICK WRIGHT, Ltd., 150, New Bond St., W.1. [19868] Mayfair 9761.

1949 A.C. drop head foursome coupe, new wet liners, tuned by experts, excellent condition; what offers?—75, Portobello Rd., W.11. Park 9716. [19860]

1948 A.C. saloon, 7,000, green with dark red leather, meticulously maintained, tax-free, full petrol: £1,125. Tewin 22, Chandos Ave., N.20. Hill 4951. [19865]

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, C. 154, Gt. Titchfield St., W.1. Langham 0012. [19844]

ALFA-ROMEO

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column ad. No. 9747. [19748]

BARTLETT—Alfa-Romeo always in stock.—27a, Pembroke Villas, W.11. Baywater 0523. [19590]

A LFA-ROMEO 10 million series 1.750cc supercharged Zagato 2-seater, in perfect condition: £550. [19591]

near无可避免的。—P. H. H. Smith, Soho 35, Marylebone High St., W.1. Tel. Welbeck 1101-3. [19591]

2-seater open Zagato bodied 2.3-litre Alfa-Romeo with large S/charger, 110 mph 14,000; after extensive overhaul and body rebuild: £795.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [19593]

Alfa-Romeo Cars Wanted

BARTLETT always buys Alfa-Romeos.—27a, Pembroke Villas, W.11. [19597]

R OWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [19513]

T HOMSON & TAYLOR (BROOKLANDS), Ltd., buyers of good condition Alfa cars, Portsmouth Rd., Cobham, and Brooklands Track, Weybridge, Surrey. Cobham 2848. [19124]

ALLARD

DAGENHAM MOTORS, Ltd., offer the following cars:—

1949 Allard 2.500, consent) d/h coupe, maroon, 1,600 miles only. [19868]

1948 Allard 1/4h foursome coupe, sun roof, radio, 5,000 miles, many extras: £7,000. [19868]

56 Park Lane, W.1. Regent 4866-374. Ealing Rd., Alperton, Middx.: Perivale 3388-8 and 12. Sanger Rd., Catford, S.E.6: Hither Green 4821. [19834]

D'AGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [19151]

1949 (Feb.) Allard 2-seater, 5,000 miles only, 3.5 blue hide and hood, in showroom condition, 3 months guaranteed: £500. [19868]

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [19450]

1949 Allard 2-seater, 5,000 miles only, in brand new condition throughout, most attractive pillar-less red red leather upholstery.—Bristol Street Motors, Ltd., 164-182, Bristol Street, Birmingham, 5. Tel. Midland 5861. [19290]

795 uns.—Allard, Sept. 1948, sports 2-seater, Cambridge blue, blue leather, virtually one owner, 6,000 miles, practically new condition; terms exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19917]

1949 model (confirmed by makers), actual Earls Court Show model (registered November 1948). Allard 2-seater, 5,000 miles, excellent, restored, spare wheel, running board with metal cover, front and rear bumpers with special heavy duty front bumper for lamp, twin wing driving mirrors, luggage grid, spring steering wheel, steering column gear change, full dashboard equipment, telecontrol shock absorbers, flat folding screen, disappearing hood, excellent bodywork, engine and zip transmission, special under-bonnet shows fine chrome water pipes, cylinder head nuts, exhaust pipes, etc. Fram, finished in particularly attractive shade of blue with chromium relief and blue leather upholstery, quite exceptional car, outstanding lines, terrific performance, offered with written guarantee: £2,000. terms exchanges.—H. F. Edwards 154, Gt. Titchfield St., W.1. Langham 0012. [11140]

Allard Cars Wanted

A LLARD foursome drop head coupe or saloon wanted by private purchaser.—Box 2337. [1075]

Allard Spares and Services

A DLARD'S MOTORS, Ltd., for all Allard spares.—45-45, Acer Lane, London, S.W.2. Brixton 6631. [10211]

A LLARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333. [10267]

E CONN COACHWORKS OF FULHAM, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021; specialists in Allard body repairs; makers of Allard tourer bodies. [0467]

B RISTOL STREET MOTORS, Ltd., 164-172, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [10109]

TOM GARNER, Ltd., offer:—

1949 series Alvis 14 drop head coupe, black with fawn hide, radio, heater, etc., 11,000 miles. TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 5265-6. [19435]

DICKS CAR SALES offer:—

1939 Alvis 14hp sports saloon, £270 recent over-haul, bargain: £525. [19760]

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [19760]

1947 Alvis 14hp shooting brake, mileage 24,000, in first-class condition throughout. [19760]

O FERS to Reliance Garage (Norwich), Heigham St., Norwich. Tel. Norwich 20366-7. [19765]

A LVIS in Scotland.—Sales, spares and service.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow. C.3. Phone Douglas 7598. [19548]

1939 Alvis 12-70 sports saloon, in exceptional order throughout: £595.—Vanderbilt's, 215, Haverstock Hill, N.W.3. Primrose 4441. [19767]

1949 Alvis 14 saloon, under 1,250 miles, perfect condition: £1,150.—Palmer's, Briar Lodge, West Way, Pennington, Lytham, Lancs. [19767]

1935 Alvis Speed 20 sports saloon, metallic blue, fully guaranteed.—K. Henry, 14, Headstone 68-88, Great Portland St., W.1. Langham 3635 and 3954. [10192]

SPEED 25 Charleworth 4-door sports saloon, 30,000 miles, original paint in first-class condition, new Dunlop Fords: £675.—Caffyns, Ltd., East Grinstead. [11131]

1932 Alvis 12-50 saloon, in good condition: what offers over £100?—Forge Garage (Peter-sham), Ltd., 192, Peter-sham Rd., Peter-sham, Surrey. [19752]

1948 Alvis 14hp, first registered 7/4/48, small mileage, fitted with utility body, good tyres, this vehicle is in splendid condition; no reasonable offer refused.—Silverline Garage, New Rd., Rainham, Essex. [19413]

495 gns.—Alvis 12/70, late 1939, sports tourer, dark blue, blue leather, twin wind-tone horns, carefully used, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Smiths, 5, Hampstead (Hampstead Tube). Hampstead 6041. [19918]

£365—Alvis Speed 20 Charleworth drop head, in good condition throughout: £1,150. [19767]

1948 Alvis 14hp, first registered 7/4/48, small mileage, fitted with utility body, good tyres, overhauled, steering joints renewed, wheels rebuilt, new batteries and completely recalibrated dual-tone blue and black in December, 1949.—59a, Kingston Rd., Raynes Park, S.W.20. Liberty 2959. Evenings Moseley 5399. [19966]

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ALVIS

£425!—Outstanding bargain, June 1938 Alvis 12/70 sportsman's saloon, black brown leather, very good mechanically with outstanding performance, and a nice example of first-class handbuilt coachcraft; open to any inspection by A.A., R.A.C., or other qualified engineer on behalf of prospective purchaser, this particular Alvis really does give a first-class ride.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. Write for 18-page post free stock list of over 250 fully guaranteed used cars; easy and confidential hire purchase facilities. Free delivery of any car anywhere in the United Kingdom. Near main line, L.N.E.R. stations, frequent trains from Euston and Watford take only 50 minutes by road just under 4 miles from main A.5, Watford. See our full-page advert. in this issue. [19759]

1948 (late June) Alvis 14hp saloon, specially finished Alvis maroon colour, with maroon leather and Bedford cord upholstery, mileage 6,263, fitted Alvis Eagle mascot, latest Notek spot or fog lamp, and loose seat covers absolutely unmarked and as new, in perfect condition throughout, privately owned, taxed for year; £1,270.—Apply Finch, 14, King's Gardens, Hove. Tel. Hove 39047. [19833]

1938 (July) Alvis 20 3-light saloon de luxe by Charlesworth, 40,000 miles genuine, one owner to December, 1949, single carburetor 4 new twin new batteries, black leather, twin magnifying circuit, dual pump, one-shot lubrication, built-in jacks, and March, full basic, a really perfect car immaculate condition, £200 overhaul last year: £355; accept Ford 8 or 10 (1938-9), part payment.—Loftus, 55, St. Michael's Crescent, Pinner, Middlesex. Tel. Pinner 9280. [11116]

£375—1935 Speed 20 drop head foursome coupe, now mechanically perfect, really outstanding appearance, also 350 Speed 20 sports saloon, excellent appearance, celluloid in pewter grey and black; other Speed 20s in stock, open and closed: £175; 1935 12/60 sports drop head, open and closed: £165; 12/60 sports saloon; please telephone or call at 2600; there are many other Alvis's always available; immediate hire purchase, insurance and part exchanges.

A LTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0365. [10717]

A LVIN, 16.5hp Silver Eagle 1932 coachbuilt 4/6-seater tourer, red leather upholstery, recently reconditioned, fitted with black leather top, tonneau cover and hood bag. 5 new natural rubber tyres 2,000 miles ago, spade unused, good hood and full set side-screws; the car is in very attractive condition throughout and does 20mpg or better; offered for prompt sale with full body and all current coupons; price £215 (until Feb. 24).—Brooks, Umpringister 5535, evenings or week-ends.

1937 Alvis 16.5hp sportsman's saloon, 4 doors, red maroon leather with the original carpets to match, practically unmarked, this is a one-owner car and has just been reboxed for the first time; the performance is really remarkable and must be tried to be appreciated, from 10 to 80mph, 100 miles and still cruise effortlessly at 70mph, petrol consumption 24mpg, a really amazing car of exceptional performance and outstanding appearance, the bodywork is almost unmarked and a photograph will be sent to genuine enquirers, taxed, £375.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [19642]

Alvis Cars Wanted

R OWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [19194]

WANTED—Alvis cars, post-war saloon and coupe models: send all details to:—

A RNOLD G. WILSON, Ltd., 232, Harrogate Rd., 7, Tel. 41014-5. [10025]

F. ERSKINE & SONS, Alvis distributors of F. W. Wokins, invite details of late models for disposal. [10697]

C HARLES RICKARDS, Ltd., wish to purchase good used Alvis cars.—56 Baywater Rd., W.2. Paddington 1820. [19435]

R EVES MOTORS wish to purchase 1938, '39, '40 Alvis cars.—Reeves Motors, Grand Parade, Forest Lane, Wembley. Arnold 3004. [19188]

1948-9 Alvis: please give particulars and price. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [10394]

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis cars in good condition. Alvis agents for sales and service. Kingston 2241. [18597]

C HARLES FOLLETT, Ltd., buy good late model cars.—13, Berkeley St., W.1. May 6266. Service Works and Stores, 12, Wellesley Ave. W.6. Riv. 1413. [18361]

B ROOKLANDS OF BOND STREET, Ltd., London, and Home Counties distribution, have new and used cars in stock, and are always interested to have details of any Alvis car for disposal.—Mayfair 8551-6. [10299]

A lvis Spares and Services

S ERVICE and spares for Alvis cars.

A LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Graems," Alvis Gold London. [19836]

A ND at Alvis, Ltd., Service Station, Holmehead Rd., Coventry. Tel. 5501. "Graems," Alvis, Coventry. [19837]

C HARLES FOLLETT, Ltd.—Alvis specialists.

S HOWROOMS.—18, Berkeley St., W.1. May 6266.

S PARE parts.

S ERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [18366]

K INGSTON-ON-THAMES.—Sales, Service and Spares.

G—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [19585]

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0635. Comprehensive spares and service. 0730

AMERICAN CARS

MODERN American cars, smart bodywork, roomy interiors, fitting with Gardner diesel motors and pre-selector or latest hydraulic self-change gears, amazing economy (over 40mpg) and fast ideal for travellers, hirens, business executives or private use, £10 tax; prices from £750; present delivery six weeks.—
A. S. L. Power Units, 52, Hillsborough Rd, Garrowhill, nr. Glasgow.

[9759]

ARMSTRONG SIDDELEY

J. DAVY offers:-

7000 miles.—Armstrong Siddeley Typhoon (April, 1947), black with fawn upholstery, new condition; £1,050; also 1947 Typhoon, 11,000 miles; £995.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493.

CAR MART, Ltd.

1948 Armstrong 16 Hurricane coupe, 10,000 miles; £1,085.

1948 Armstrong 16 Typhoon saloon, 6,000 miles; £1,125.

1947 Armstrong 16 Typhoon saloon, 16,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

PASS & JOYCE, Ltd., offer:

1948 Armstrong Siddeley Lancaster saloon, blue, in immaculate condition.—194, Gt. Portland St., W.1. Museum 1001.

BROWN'S for Armstrongs.

1946 Armstrong Lancaster saloon de luxe, 4-door, immaculate condition; £835—Brown's Garage, Loughton (Essex) 4119. (19204)

CHARLES FOLLETT, Ltd., offer:-

1948 Armstrong Siddeley Typhoon, 3-door saloon, black, brown leather, 1 owner, 12,000 miles, carefully maintained; £1,100.

1947 Armstrong Siddeley Typhoon, 2-door saloon, beige, brown leather, 16,000 miles; £950.

18, Berkeley St., W.1. May 6266.

SERVICE, Works and Stores 12, Wellesley Ave., W.6. Riv. 1413.

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 Armstrong Typhoon, blue with blue leather, 7,000 miles, spare unused, indistinguishable from new; £1,095.—Portsmouth Rd., Thame Ditton, Emberbrook 4343.

1940 17hp Armstrong Siddeley 7-passenger limousine, black, leather throughout; £750. G. GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466.

1948 Armstrong Hurricane coupe, black, brown upholstery, 10,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5551), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue-grey leather, 13,000 miles.—Below.

GORDON GARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, blue-blue leather, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1938 14 Armstrong saloon, black, brown leather, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441.

1936 17hp long chassis 7-seater limousine, face forward occasions; suitable hire or funeral car.—Saracens' Garage, Ashford, Kent, 63.

1938 Armstrong 14 4-dr. sal. ex. cond. engine overhauled.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

CASS'S MOTOR MART.—1939 Armstrong 16 saloon, black, genuine 13,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 3523.

ARMSTRONG Limousine full 7-seater, absolutely as new; £675.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.1. Speedwell 0071-2.

1949 (January) Armstrong Siddeley Lancaster saloon, 5,000 miles, immaculate condition; £6,350.—Mulletts, Ltd., Redcliffe Hill, Bristol 21651.

1946 Armstrong Siddeley Lancaster saloon, 9,000 miles, exceptional condition throughout; black, brown leather.—Beardmore 26, Queensway, W.2. Bay. 0136.

1948 Armstrong Hurricane, finished grey, 1 owner, chauffeur kept, moderate mileage, in faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

1947 Armstrong Typhoon sports saloon, a beautiful car in new condition, 11,000 miles only, immaculate, blue cellulose and interior luxuriously upholstered, with an appearance as new, fitted H.M.V. radio; £400 under list price, £995.

CARR BROS. GARAGES, Ltd., Purley, Surrey, Uplands 4811-2-3.

£365!—Armstrong Siddeley 26hp limousine 1938, black and chrome finish, leather front and rear, tax'd privately and not to be confused with high mileage overworked hire car, whole car in extraordinary good condition, special opportunity at the price, see below.
£395!—8-seater Armstrong Siddeley 17hp enclosed limousine 1937, in very good mechanical order, and a particularly clean specimen, black and chrome finish, leather front and rear, quite spotless, glass division, face fwd. seats, disc wheels, exceptionally economical on petrol, any test or trial; first deposit secures.

CAMDEN MOTORS, Late St., Leighton Buzzard, Beds. Tel. 2281-31. 8-seater 7-seater limousines in stock. Write for 18-page list. Easy and confidential hire purchase; part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. Station, frequent trains from Euston and Watford take only 50 mins., or by road just under 4 miles off main A5, Watling St. Fares refunded in full to purchasers from any part of the country. See our full page advert. in this issue.

[9758]

ARMSTRONG SIDDELEY

1946 Armstrong Hurricane coupe, in excellent condition, fitted radio, heater, and fog lamp; price £750.—Wilson's Automobiles & Coachworks, Ltd., 1-3, Dorking Road, Epsom. Tel. 3901. [9474]

295 gns.—Armstrong Siddeley, July 1937. 17hp 4-door touring saloon, dark blue, sliding head, blue leather, pre-selector, good tyres, excellent condition; terms, exchanges, list, open 9-7 week-days and Sundays.—R. Smith, Hampstead (Hampstead Tube). Hampstead 6041.

IMOUSINES 1928/1939 Long-25 partition widest occasional, black, genuine 32,000, original private owner £795. Below

9000 genuine mileage. 1939 Long-17hp partitioned, blue leather Limousine, forward occasional, 1948, 1949, 1950, condition estimate, also selected carriages 1937. £585.—Alpe & Saunders, Providence Court, Grosvenor Square, 2341-Mayfair.

[19768]

Armstrong Siddeley Cars Wanted

CHESTER, 1939 Armstrong Siddeley buyers—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916]

ARMSTRONG SIDDELEY Hurricane or Typhoon wanted by genuine private purchaser.—Box 2553.

[1076]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

[10183]

7-SEATER private Limousines required, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

[19768]

HENLYS, Ltd., who wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7643.

[19501]

ARMSTRONG SIDDELEY Spares and Services A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetah Hill Rd., Manchester, 8 have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216.

[10603]

JACK OLDING & CO., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Armstrong Siddeley owners.—Mayfair 5562.

[19768]

ASTON MARTIN

CHIPSTEAD MOTORS, 144.—See under Sports Cars column advert. No. 9747.

[19749]

Aston Martin Cars Wanted

A STON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919]

SELL your Austin to us; good cars urgently wanted. All models.—Offord, 67, George St., W.1. Wel. 6899.

[16569]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

[19533]

AUSTIN EIGHT

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—
1939 Austin 8 h.p. van, excellent condition throughout, colour green, one owner; £200. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

[19740]

AUSTIN 8 1946 August saloon, black, clean licensed; £450.—Crammore. Tel. 2040 Potters Bar. [19732]

L Motors, The White Swan, Bottisham. Tel. 259.

1940 Austin 8hp 4-door saloon, new gear box, good tyres, bargain; £260.—Livingstone 2875.

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588.

1947 Austin 8 4-door saloon, low mileage, immaculate; £555.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

1947 Austin 8 4-door saloon, blue/brown leather, specially recommended.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4101 (private exch.). [1889]

AUSTIN 1943 8hp saloon, excellent condition, engine reconditioned, alternative hand controls; £275.—Theydon Boys 2100, 8.30 a.m. to 5.30 p.m. Evening, Larkwood 1339.

AUSTIN 8 Saloon, 1947, one owner, low mileage, black, brown hide upholstery, faultless, guarantee; £550.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

NAYLOR & ROOT, Ltd.—1946 Austin 8 4-door saloon, black, brown leather, superb condition throughout; one owner; any trial; £475. Three months' guarantee. Choice of 250 quality cars; terms available. 25, East Hill, Clapham Junction, S.W.16. Batt. 3272. Open 8.30 each week-day including Saturday.

Austin Eight Cars Wanted

CHESTER, 1939 Armstrong Siddeley buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919]

ROWLAND SMITH'S, the Austin 8 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919]

SELL your Austin to us; good cars urgently wanted. All models.—Offord, 67, George St., W.1. Wel. 6899.

[16569]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

[19533]

AUSTIN TEN

H. A. SAUNDERS, Ltd., offer:—
1947 Austin 10 saloon de luxe, 16,000 miles; £675.

1946 Austin 10hp saloon de luxe, 17,300 miles; £585.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillsdale 0024.

[19646]

WEMBLEY COURT MOTORS offer:—
1946 Austin 10 saloon, black, in excellent condition throughout, any inspection or trial; £575.—High Rd., Wembley. Arnold 5521-2.

WADDINGTON MOTORS, Ltd., offer:—
1946 Austin 10 saloon, immaculate condition. ch. of two; £555.—Fortune Green Rd., N.W.6. Ham. 2211.

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—
1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19,000; £565.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

LLAN TAYLOR MOTORS, Ltd., offer:—
1939 Austin 10 saloon, black, in excellent condition; £365.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [19912]

1939 Austin 10 saloon, original condition, dark blue, blue leather; £355.

ERIC HAYES, Ltd., 22, Compton Mews, Hyde Park, W.2. Tel. Paddington 0289.

1937 Austin 10 Cambridge saloon, in very excellent condition throughout, recommended.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1907]

1937 Austin 10hp Cambridge saloon, new shock absorbers, new tyres, well serviced; £270.—Livingstone 2673.

1946 Austin 10 saloon, blue; £500.—L. F. Dove, Add. 111-115, Addiscombe Rd., Croydon. Addiscombe 3036.

1937 Austin 10 saloon, excellent, guaranteed; £255; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519.

GORDON CARS (LONDON), Ltd., 1947 Austin 10 saloon, black-brown, 18,000 miles, excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [19575]

AUSTIN 10 saloon, late 1946, black, four-door, sliding roof, brown leather upholstery, really excellent condition; £525, basic petrol, taxed.—Tel. Elgar 6121.

£540—Austin 10 sun saloon (October, 1946). black, brown leather, excellent condition throughout, any inspection or trial.—Tel. Clarence 294.

[19639]

AUSTIN 10 saloon, 1949, low mileage, black with br.wn hide upholstery, unblemished, guaranteed; £265.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

ROSE & YOUNG, Ltd., offer 1938 Austin 10 saloon, black, excellent condition; £285.—65-69, Sternhold Ave., Streatham Hill, S.W.1 (1 minute Streatham Hill Station). Tulse Hill 6464.

[19533]

1939 (Jan.) Austin 10 Cambridge de luxe saloon, magnificent condition throughout, specimen car; £395.—Harry Nash Motors Ltd., 348, King St., Hammersmith. Riverside 2837-8.

[19506]

AUSTIN TEN

£625—1947 Austin 10hp de luxe saloon, 10,100 miles, exceptional condition, immaculate black finish; hire purchase arranged on deposit at low £157/10; call, write or phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 234 and 3115.

1947 Austin 10, mechanical condition perfect, 4,000 miles only since reconditioned engine, bodywork and interior in first-class condition; £595.—Sons' Motors (American Car Specialists), Wembley 3903.

365 gns.—Austin 10, July 1942, de luxe 4-door saloon, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1920]

£185—Austin 10hp 4-door tourer, bodywork magnificent, interior complete with genuine original carpets, obviously time mileage motor car, although late 1935 model comparable with 1946; comprehensive 3 months' written guarantee, hire purchase, exchange.

L AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1068]

Austin Ten Cars Wanted**C****M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [1053]

POST-WAR Austin 10 required; cash payment.—P Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [1920]

SELL your Austin to us; good cars urgently wanted. All models.—Offord, 67, George St., W.1. Tel. 6699. [6570]

JACK ROSE, Ltd., require low-mileage Austin cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1964]

1939 ⁴⁸ Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. [15132]

R AYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840]

AUSTIN A40

CAR MART, Ltd. LONDON distributors.

1948 Austin 40 Devon saloon, radio and heater, 16,000 miles; £795.

1948 Austin 40 Dorset saloon, heater, 4,000 miles; £825.—Car Mart, Ltd. 297, Euston Rd., N.W.1. Euston 1212. [8993]

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon S.R. saloon, green with beige leather, radio, heater, etc., 7,000 miles.

T OM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [9439]

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 40 Devon 4-door saloon de luxe, heater, 6,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillsides 0024. [9465]

PHILIP RICKARDS, Ltd., offer:—

1948 (Nov.) Austin 40 Devon, sun roof, heater, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Tel. 4772-3. [19796]

1949 Austin 40 Dorset saloon, mileage 3,000; £215.

1949 Austin 40 4-door saloon, grey, mileage 4,000; £845.

1949 Austin 40 4-door saloon, radio, heater, mileage 1,400; £865; trade enquiries welcome.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [9501]

1400 miles!—1949 (Jan.) Austin 40 Devon sun saloon, grey, fitted heater; £875.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9887]

A USTIN A40 Dorset, 7,000 miles, faultless, radio and heater; £750.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [8793]

1949 Austin 40 Devon sun saloon, heater, mileage 2,800.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [19601]

11000 miles!—1949 (Feb.) Austin Devon saloon, radio, heater, S.R.; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos) 95. [19282]

1948 (August) Austin 40 Devon, mist green, fitted heater, small mileage, as new.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [1013]

1949 Austin A40 Devon sun saloon, green/beige, immaculate throughout.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [18944]

1948 A40 Dorset saloon, green, fawn upholstery, 6,000 miles, immaculate condition.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557-6970. [6913]

1949 Austin Devon 4-door saloon, radio, heater, 5,000 miles, choice of two; £850.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Tel. 2381-2. [1063]

TANKARD & SMITH, Ltd., offer 1949 Austin A40 Dorset saloon in green with beige leather; genuine 6,000 miles only; as new in every respect; £875; also 1948 Devon saloon in grey with beige leather; genuine 10,000 miles only unmarked; £845. Also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Paxman 4801/2/3. [9416]

AUTIN A40

1949 Austin A40 Devon saloon, 4,000 miles only, fitted radio and heater, unrepeatable; £845. 50 other used cars.—S. C. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [1050]

Austin A40 Cars Wanted**C****M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. [1057]

POST-WAR Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [10842]

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillsides 0024. [9647]

JOHN CAMPBELL MOTORS offer:—

1939 Austin 12 Ascot saloon, black with red leather, good tyres, chassis, interior and coachwork in superb condition; £395.—Below.

1947 leather, 16,500 miles, condition as new; £775.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North Finchley. [9644]

1937 Austin 12 Ascot saloon, exceptional condition, full basic; £320.—Word. 3907. [19638]

CONWAY MOTORS—£399; 1939 Austin 12 Ascot de luxe saloon, sun roof, in excellent condition throughout; £501. Goldhawk Rd., W.12. [9670]

L. F. DOVE offer 1946 Austin 12 saloon, low mileage, radio, extremely good condition; £720.—99, Broadway, Wimbleton, S.W.19. Liberty 3456. [19625]

£550—1939 Austin 12/4 special long chassis, 7-seater limousine, black, with brown leather, carefully maintained. Autowork, Ltd., Winchester. Tel. 8334. [19487]

WALTER SCOTT, Ltd.—Fine selection of Austin 12 W saloons, 1937/9, all in exceptional condition and offered at really competitive price; terms, exchanges.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9207]

£395—1939 Austin 12/5 seater saloon de luxe, privately owned since new and particularly attractive example; black with brown leather, coachwork and body frame free from corrosion, interior well maintained; engine in tip-top mechanical order, steering light but positive; excellent brakes; two brand new Dunlops and new battery fitted this year.

CAMDEN MOTORS, Lake St., Leighton Buzzard, 2381. 49 other Austin cars in stock, including 12s, 16s, 18s, 20s, 22s, 24s, 26s, 28s, 30s, 32s, 34s, 36s, 38s, 40s, 42s, 44s, 46s, 48s, 50s, 52s, 54s, 56s, 58s, 60s, 62s, 64s, 66s, 68s, 70s, 72s, 74s, 76s, 78s, 80s, 82s, 84s, 86s, 88s, 90s, 92s, 94s, 96s, 98s, 100s, 102s, 104s, 106s, 108s, 110s, 112s, 114s, 116s, 118s, 120s, 122s, 124s, 126s, 128s, 130s, 132s, 134s, 136s, 138s, 140s, 142s, 144s, 146s, 148s, 150s, 152s, 154s, 156s, 158s, 160s, 162s, 164s, 166s, 168s, 170s, 172s, 174s, 176s, 178s, 180s, 182s, 184s, 186s, 188s, 190s, 192s, 194s, 196s, 198s, 200s, 202s, 204s, 206s, 208s, 210s, 212s, 214s, 216s, 218s, 220s, 222s, 224s, 226s, 228s, 230s, 232s, 234s, 236s, 238s, 240s, 242s, 244s, 246s, 248s, 250s, 252s, 254s, 256s, 258s, 260s, 262s, 264s, 266s, 268s, 270s, 272s, 274s, 276s, 278s, 280s, 282s, 284s, 286s, 288s, 290s, 292s, 294s, 296s, 298s, 300s, 302s, 304s, 306s, 308s, 310s, 312s, 314s, 316s, 318s, 320s, 322s, 324s, 326s, 328s, 330s, 332s, 334s, 336s, 338s, 340s, 342s, 344s, 346s, 348s, 350s, 352s, 354s, 356s, 358s, 360s, 362s, 364s, 366s, 368s, 370s, 372s, 374s, 376s, 378s, 380s, 382s, 384s, 386s, 388s, 390s, 392s, 394s, 396s, 398s, 400s, 402s, 404s, 406s, 408s, 410s, 412s, 414s, 416s, 418s, 420s, 422s, 424s, 426s, 428s, 430s, 432s, 434s, 436s, 438s, 440s, 442s, 444s, 446s, 448s, 450s, 452s, 454s, 456s, 458s, 460s, 462s, 464s, 466s, 468s, 470s, 472s, 474s, 476s, 478s, 480s, 482s, 484s, 486s, 488s, 490s, 492s, 494s, 496s, 498s, 500s, 502s, 504s, 506s, 508s, 510s, 512s, 514s, 516s, 518s, 520s, 522s, 524s, 526s, 528s, 530s, 532s, 534s, 536s, 538s, 540s, 542s, 544s, 546s, 548s, 550s, 552s, 554s, 556s, 558s, 560s, 562s, 564s, 566s, 568s, 570s, 572s, 574s, 576s, 578s, 580s, 582s, 584s, 586s, 588s, 590s, 592s, 594s, 596s, 598s, 600s, 602s, 604s, 606s, 608s, 610s, 612s, 614s, 616s, 618s, 620s, 622s, 624s, 626s, 628s, 630s, 632s, 634s, 636s, 638s, 640s, 642s, 644s, 646s, 648s, 650s, 652s, 654s, 656s, 658s, 660s, 662s, 664s, 666s, 668s, 670s, 672s, 674s, 676s, 678s, 680s, 682s, 684s, 686s, 688s, 690s, 692s, 694s, 696s, 698s, 700s, 702s, 704s, 706s, 708s, 710s, 712s, 714s, 716s, 718s, 720s, 722s, 724s, 726s, 728s, 730s, 732s, 734s, 736s, 738s, 740s, 742s, 744s, 746s, 748s, 750s, 752s, 754s, 756s, 758s, 760s, 762s, 764s, 766s, 768s, 770s, 772s, 774s, 776s, 778s, 780s, 782s, 784s, 786s, 788s, 790s, 792s, 794s, 796s, 798s, 800s, 802s, 804s, 806s, 808s, 810s, 812s, 814s, 816s, 818s, 820s, 822s, 824s, 826s, 828s, 830s, 832s, 834s, 836s, 838s, 840s, 842s, 844s, 846s, 848s, 850s, 852s, 854s, 856s, 858s, 860s, 862s, 864s, 866s, 868s, 870s, 872s, 874s, 876s, 878s, 880s, 882s, 884s, 886s, 888s, 890s, 892s, 894s, 896s, 898s, 900s, 902s, 904s, 906s, 908s, 910s, 912s, 914s, 916s, 918s, 920s, 922s, 924s, 926s, 928s, 930s, 932s, 934s, 936s, 938s, 940s, 942s, 944s, 946s, 948s, 950s, 952s, 954s, 956s, 958s, 960s, 962s, 964s, 966s, 968s, 970s, 972s, 974s, 976s, 978s, 980s, 982s, 984s, 986s, 988s, 990s, 992s, 994s, 996s, 998s, 1000s, 1002s, 1004s, 1006s, 1008s, 1010s, 1012s, 1014s, 1016s, 1018s, 1020s, 1022s, 1024s, 1026s, 1028s, 1030s, 1032s, 1034s, 1036s, 1038s, 1040s, 1042s, 1044s, 1046s, 1048s, 1050s, 1052s, 1054s, 1056s, 1058s, 1060s, 1062s, 1064s, 1066s, 1068s, 1070s, 1072s, 1074s, 1076s, 1078s, 1080s, 1082s, 1084s, 1086s, 1088s, 1090s, 1092s, 1094s, 1096s, 1098s, 1100s, 1102s, 1104s, 1106s, 1108s, 1110s, 1112s, 1114s, 1116s, 1118s, 1120s, 1122s, 1124s, 1126s, 1128s, 1130s, 1132s, 1134s, 1136s, 1138s, 1140s, 1142s, 1144s, 1146s, 1148s, 1150s, 1152s, 1154s, 1156s, 1158s, 1160s, 1162s, 1164s, 1166s, 1168s, 1170s, 1172s, 1174s, 1176s, 1178s, 1180s, 1182s, 1184s, 1186s, 1188s, 1190s, 1192s, 1194s, 1196s, 1198s, 1200s, 1202s, 1204s, 1206s, 1208s, 1210s, 1212s, 1214s, 1216s, 1218s, 1220s, 1222s, 1224s, 1226s, 1228s, 1230s, 1232s, 1234s, 1236s, 1238s, 1240s, 1242s, 1244s, 1246s, 1248s, 1250s, 1252s, 1254s, 1256s, 1258s, 1260s, 1262s, 1264s, 1266s, 1268s, 1270s, 1272s, 1274s, 1276s, 1278s, 1280s, 1282s, 1284s, 1286s, 1288s, 1290s, 1292s, 1294s, 1296s, 1298s, 1300s, 1302s, 1304s, 1306s, 1308s, 1310s, 1312s, 1314s, 1316s, 1318s, 1320s, 1322s, 1324s, 1326s, 1328s, 1330s, 1332s, 1334s, 1336s, 1338s, 1340s, 1342s, 1344s, 1346s, 1348s, 1350s, 1352s, 1354s, 1356s, 1358s, 1360s, 1362s, 1364s, 1366s, 1368s, 1370s, 1372s, 1374s, 1376s, 1378s, 1380s, 1382s, 1384s, 1386s, 1388s, 1390s, 1392s, 1394s, 1396s, 1398s, 1400s, 1402s, 1404s, 1406s, 1408s, 1410s, 1412s, 1414s, 1416s, 1418s, 1420s, 1422s, 1424s, 1426s, 1428s, 1430s, 1432s, 1434s, 1436s, 1438s, 1440s, 1442s, 1444s, 1446s, 1448s, 1450s, 1452s, 1454s, 1456s, 1458s, 1460s, 1462s, 1464s, 1466s, 1468s, 1470s, 1472s, 1474s, 1476s, 1478s, 1480s, 1482s, 1484s, 1486s, 1488s, 1490s, 1492s, 1494s, 1496s, 1498s, 1500s, 1502s, 1504s, 1506s, 1508s, 1510s, 1512s, 1514s, 1516s, 1518s, 1520s, 1522s, 1524s, 1526s, 1528s, 1530s, 1532s, 1534s, 1536s, 1538s, 1540s, 1542s, 1544s, 1546s, 1548s, 1550s, 1552s, 1554s, 1556s, 1558s, 1560s, 1562s, 1564s, 1566s, 1568s, 1570s, 1572s, 1574s, 1576s, 1578s, 1580s, 1582s, 1584s, 1586s, 1588s, 1590s, 1592s, 1594s, 1596s, 1598s, 1600s, 1602s, 1604s, 1606s, 1608s, 1610s, 1612s, 1614s, 1616s, 1618s, 1620s, 1622s, 1624s, 1626s, 1628s, 1630s, 1632s, 1634s, 1636s, 1638s, 1640s, 1642s, 1644s, 1646s, 1648s, 1650s, 1652s, 1654s, 1656s, 1658s, 1660s, 1662s, 1664s, 1666s, 1668s, 1670s, 1672s, 1674s, 1676s, 1678s, 1680s, 1682s, 1684s, 1686s, 1688s, 1690s, 1692s, 1694s, 1696s, 1698s, 1700s, 1702s, 1704s, 1706s, 1708s, 1710s, 1712s, 1714s, 1716s, 1718s, 1720s, 1722s, 1724s, 1726s, 1728s, 1730s, 1732s, 1734s, 1736s, 1738s, 1740s, 1742s, 1744s, 1746s, 1748s, 1750s, 1752s, 1754s, 1756s, 1758s, 1760s, 1762s, 1764s, 1766s, 1768s, 1770s, 1772s, 1774s, 1776s, 1778s, 1780s, 1782s, 1784s, 1786s, 1788s, 1790s, 1792s, 1794s, 1796s, 1798s, 1800s, 1802s, 1804s, 1806s, 1808s, 1810s, 1812s, 1814s, 1816s, 1818s, 1820s, 1822s, 1824s, 1826s, 1828s, 1830s, 1832s, 1834s, 1836s, 1838s, 1840s, 1842s, 1844s, 1846s, 1848s, 1850s, 1852s, 1854s, 1856s, 1858s, 1860s, 1862s, 1864s, 1866s, 1868s, 1870s, 1872s, 1874s, 1876s, 1878s, 1880s, 1882s, 1884s, 1886s, 1888s, 1890s, 1892s, 1894s, 1896s, 1898s, 1900s, 1902s, 1904s, 1906s, 1908s, 1910s, 1912s, 1914s, 1916s, 1918s, 1920s, 1922s, 1924s, 1926s, 1928s, 1930s, 1932s, 1934s, 1936s, 1938s, 1940s, 1942s, 1944s, 1946s, 1948s, 1950s, 1952s, 1954s, 1956s, 1958s, 1960s, 1962s, 1964s, 1966s, 1968s, 1970s, 1972s, 1974s, 1976s, 1978s, 1980s, 1982s, 1984s, 1986s, 1988s, 1990s, 1992s, 1994s, 1996s, 1998s, 2000s, 2002s, 2004s, 2006s, 2008s, 2010s, 2012s, 2014s, 2016s, 2018s, 2020s, 2022s, 2024s, 2026s, 2028s, 2030s, 2032s, 2034s, 2036s, 2038s, 2040s, 2042s, 2044s, 2046s, 2048s, 2050s, 2052s, 2054s, 2056s, 2058s, 2060s, 2062s, 2064s, 2066s, 2068s, 2070s, 2072s, 2074s, 2076s, 2078s, 2080s, 2082s, 2084s, 2086s, 2088s, 2090s, 2092s, 2094s, 2096s, 2098s, 2100s, 2102s, 2104s, 2106s, 2108s, 2110s, 2112s, 2114s, 2116s, 2118s, 2120s, 2122s, 2124s, 2126s, 2128s, 2130s, 2132s, 2134s, 2136s, 2138s, 2140s, 2142s, 2144s, 2146s, 2148s, 2150s, 2152s, 2154s, 2156s, 2158s, 2160s, 2162s, 2164s, 2166s, 2168s, 2170s, 2172s, 2174s, 2176s, 2178s, 2180s, 2182s, 2184s, 2186s, 2188s, 2190s, 2192s, 2194s, 2196s, 2198s, 2200s, 2202s, 2204s, 2206s, 2208s, 2210s, 2212s, 2214s, 2216s, 2218s, 2220s, 2222s, 2224s, 2226s, 2228s, 2230s, 2232s, 2234s, 2236s, 2238s, 2240s, 2242s, 2244s, 2246s, 22

AUSTIN SIXTEEN

1948 Austin 16, green cellulose, fitted radio and heater, 10,000 miles only, as new; £665.—
Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 2 minutes from Clapham North Underground. Tel. Macauay 5762 and Mac. 2873. [9190]

Austin Sixteen Cars Wanted**C
M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955]

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922]

AUSTIN EIGHTEEN

R. C. MORTLAKE offers:—
1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue leather. [0923]

1938 Austin 18 Windsor saloon, black, maroon leather, one private owner; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbrooke 3155. [2846]

1939 Austin 18 Windsor 7-seater. [0924]

GUY ALFREDS & CO., Ltd. 6-7, Warren St., W.1. Euston 3266. [0925]

AUSTIN 18hp limousine 7-seater, reg. 18/11/35, good engine, tyres suitable hire car; £275.—Glo. 2035. [0961]

1939 Austin 18 limousine, face forward occasional, blue leather throughout, splendid condition; £285.—

GEOGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. Euston 4466. [0962]

1939 Austin 18 Windsor long chassis 7-str. saloon; £285.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [0937]

1938 Austin 18 7-seater Iver limousine, black leather, excellent condition, one owner; £2850.—D. C. Pass, 22, High Rd., Coventry. [0984]

1938 Austin 18 Windsor saloon 7-seater, face-forward, black, brown leather upholstery, genuine original car; £675.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5134. 7833. 8465. [0940]

265 gns.—Austin 18, 1935, York 7-seater saloon, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

A475 17-passenger Austin 18 long chassis York model, 1937, well spotted dark blue leather interior front and rear, face-forward occasional in leather and immaculate black coachwork, two owners since new, fitted with Delaney Galley variable temperature heater, twin Lucas passlights and demister; all new tyres were fitted less than 4,000 miles ago and the whole car is in the condition to give a period of reliable useful and economical service. Three written guarantees.

CHAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C Phone 2381 and 3115. 22 other limousines in stock, also 250 other cars. Write for 18-page list, easy and confidential H.P. facilities part exchanges. Free delivery of all Austin cars to the United Kingdom. New main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes from Coventry, Birmingham, Oxford and Cambridge. Nottingham, Peterborough and the north direct via Bletchley. By road just under four miles off the main A5 Watling Street. Fares remained in full to purchasers from any part of the country. [0926]

LIMOUSINES 1936 Chalfont, 7-forward-leathered, black, private, really desirable condition. £550.—

SEVEN SEATERS 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected Iver also Gordon 7-seat partitioned chauffeur 7-forward leather throughout, really excellent condition-selected carriages. £285. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [0976]

Austin Eighteen Cars Wanted

**C
M**THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955]

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924]

7 SEATERS 1937/38 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. [0978]

AUSTIN 18hp 7-seater limousines and saloons wanted. Any condition distance no object.—Green & Co., Ltd., 246-252, Deansgate, Manchester. Tel. Deansgate 5355-6. [0877]

C RIPS OF NOTTINGHAM urgently require all types 18s 7-seater saloons and limousines.—R. Crips & Co., Ltd., the Midlands limousine specialists, Parliament St., Nottingham. Tel. 4455. [0952]

AUSTIN TWENTY

LIMOUSINE 7-seater, 1938-9, Austin 20hp, 1 owner, private.—Write B.C.M./N.Z.A., London, W.C.1. [0967]

AUSTIN 20 Ranleigh limousine, dark blue cord upholstery, good tyres, excellent mechanical condition, small mileage, roof or rail, first registered November 1934.—Cobie Garage, Ltd., Earls Court Rd., S.W.5. Probitshier 0068, 0929. [0920]

LIMOUSINE 1937/1938 selected Mayfairs, partition, 7-forward, black, leather, superb condition carriages. £795.—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [0970]

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925]

7 SEATER Limousines 1937/1938 also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. [0978]

AUSTIN A125 and A135

1949 Austin Princess, 3,000 miles, one owner, bargain £2,000.—Jewson, "Orchard-Lea," Bears Hill, Oxford. Tel. 85189. [0943]

AUSTIN A125 and A135

GORDON CARS (LONDON), Ltd. 1948 (August) Below: Austin Princess saloon, indistinguishable from new.

GORDON CARS (LONDON), Ltd. 1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition. Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [0957]

1948 (December) Austin Sheerline saloon, grey, 9,000 miles; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1060]

1949 Austin Sheerline 125 saloon, colour black, mileage 3,500, immaculate offers? Consider post-war car in exchange.—Chaston, Blackwood, Motor Tel. 3166. [0927]

1949 Austin Sheerline saloon, finished black with beige leather upholstery, radio, heater and demisters, etc., under 6,000 miles, immaculate condition—Shaw Motors, Ltd., 666-678, Garratt Lane, London S.W.17. Wim. 3031-2. [0909]

Austin A125 and A135 Cars Wanted

**C
M**THE CAR MART, Ltd., London distributors, wish to purchase Austin Princess and Sheerline cars.—297, Euston Rd., N.W.1. Euston 1212. [0952]

AUSTIN MISCELLANEOUS

REgional Distributors.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 9s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King St., London S.W.3. Tel. Fax. 4801-3. [10374]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

C. G. NORMAN & CO.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0986]

1939—1946 Austin cars wanted, 10, 12 or 16hp Corbitt & Taylor, 22, Conduit Mews, W.1. Amb. 6049. [0915]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austins.—Tel. Weybridge 233. [0541]

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Tel. 8161. [0416]

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilson's, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313]

Austin Spares and Services

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0223]

The CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3. Hendon 6500 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717-4. [0160]

C. G. NORMAN & CO.

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382]

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimdsyke 561. [0203]

AUSTIN 7 spares, any year, any part, largest stocks in U.K.; exchange units.—Try Northwood's, 2nd floor, 45-47, Newton Causeway, S.E.1. Hop 2322, 2820. [0729]

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; prices moderate, delivery prompt. John S. Sheppard, 2, The Strand, 22876. [0285]

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Austin owners. Mayfair 5242. [0867]

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery; many areas. Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acton Lane, S.W.2. Brixton 1155. [0184]

Austin Spares and Service

SG. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [0802]

BEAN

Bf.w.b., reasonable tyres; £35.—Rosebank, near Moorfield, Glossop, Derbyshire. [0392]

BENTLEY (3½ & 4½-litre)

HRIVEN, Ltd.

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:

1948 Bentley Mark VI Standard Saloon by Bentley Motors.—Ref. H.3668.

Bentley Mark VI 2-door razor edge sports by James Young.—Ref. H.3032.

Bentley 4½-litre semi-razor edge saloon by Hooper.—Ref. H.3460.

Bentley 4½-litre 4-door sports saloon by Park Ward, Ward.—Ref. H.3301.

Bentley 3½-litre 4-door fixed head saloon by Thrupp and Maberly.—Ref. H.3742.

Bentley 3½-litre sports saloon by Park Ward, Ward.—Ref. H.3391.

All the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 2933 (8)

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swan Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HOFFMANN'S, of Halifax.

MEANS cars of distinction.

MARK VI standard saloon by Bentleys.

Ref. H.3608.

Bentley 4½-litre sport saloon by Park Ward, Ward.—Ref. H.3363.

Bentley 4½-litre sports saloon by Barker.—Ref. H.3741.

Bentley 5½-litre drop head coupé by Windover, Ward.—Ref. H.3641.

All the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. OFFMANN'S, of Halifax.

PROUD members of the Swain Group.

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [0942]

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists since 1905.

1947 Mark VI standard saloon, in black, with light blue leather.

1947 Mark VI standard saloon, metallic grey with light blue leather.

1939 4½-litre, with overdrive fitted, special 4-door sports saloon by Rippion.

1937 5½-litre with 4-door sports saloon by Park Ward, Ward.—Ref. H.3747.

For further particulars contact the Official Bentley retailers.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0906]

CAR MART, Ltd.

1948 £3,750.—Car Mart, Ltd., 150, Park Lane, W.L. Grosvenor 3434. [0895]

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

MARK VI Bentley Standard saloon, finished black with brown leather upholstery; moderate mileage; first registered April, 1948.

MARK VI Bentley Standard saloon, finished pearl grey with blue leather upholstery; moderate mileage; first registered April, 1948.

4½-litre Bentley with overdrive, razor-edged sports saloon by H. J. Mulliner, finished black with blue leather upholstery.

4½-litre Bentley Standard saloon by Park Ward, Ward, finished black with blue leather upholstery, first registered March, 1947.

AUDLEY HOUSE,

NORTH Audley St., W.L. Mayfair 5242. [0810]

PHILIP RICKARDS, Ltd., offer:—

1948 Bentley Mark VI saloon, black/beige, 2,300 miles—4, Brick St., Park Lane, London, W.L. Tel. 2725-3. [0799]

1936 4½-litre 4-dr. sports saloon by H. J. Mulliner, black, brown leather, disc, H.M.V. radio, Jackall, etc.; one owner; £2,275.

1935 3½ Bentley Park Ward saloon, overhauled, excellent condition and highly recommended. £1,125.

1934 3½ Bentley 4-dr. Park Ward saloon, black, blue leather, moderate mileage; £2850.

APPLY, North Road Garage, Welwyn. Tel. Welwyn 451. [0692]

BENTLEY (3½ & 4½-litre)

J
B
JACE BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to
12-13, St. George's Hanover Sq., London, W.1.
Tel. Mayfair 7444. [1067]

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1781]

MANN EGERTON & Co., Ltd., offer:-

BENTLEY Mark VI standard saloon, December 1948, steel grey with blue leather upholstery, 15,000 miles; interior, excellent. £1,295. [1969]

BENTLEY 4½-litre (overdrive) 1939 black with blue leather upholstery, many extras including Ace Super discs, spare wheel cover, press-button radio, tailored loose covers, etc.

14, Berkeley Street, W.1. Regent 2073. [1969]

LARGE stock of 3½-4½-Bentley cars for disposal.

R OWEY, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [1096]

Chales Follett, Ltd. Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:-

1948 Bentley Mk. VI Standard steel saloon, black, beige leather, 1 owner, 14,000 miles, passed by makers; £3,750. [1826]

18, Berkeley St., W.1. May. 6266.

SERVICE. Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [1980]

1935 3½-litre Bentley owner driver by Park Ward; £1,295. British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [1938]

Edwards & Co. (BOURNEMOUTH), Ltd., Bournemouth, (Tel. 122-3), officially appointed Bentley retailers and repairers; reliable cars in stock. [1962]

NEW and secondhand Bentley cars on exhibition at N Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [1904]

1936 Rolls-Bentley 2-colour grey sports fixed head coupe, recent £450 overhead; £1,200. R.E.P. Garage, Ltd., 502-6, King St., Hammermith, W.6. Riverside 2881-2. [1918]

4½-litre Bentley H. J. Mulliner 4-door sports saloon, cream, in excellent condition; best offer secured; seen "Roman Way," Upper Weston, Southampton. Tel. evenings 68333. [1942]

1937 4½-litre Rolls-Bentley Vanden Plas 4-door pillarless drop head, one owner, recellularised black March 1949, now done 50,000 miles, completely reconditioned by Bentleys at approx. 40,000 miles; £1,450, or near offer. Tel. or write for appointment to view. [1942]

MANOR GARAGE, Ltd., 227 233, Torquay Rd., Paignton, S. Devon. Tel. 82065. [1962]

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications. —Brayshaw & Carr, Ltd., Hanham Court, Charles St., Leicester. Tel. 60432. [6243]

MEREDITH CARVER, Laptworth Croft, Laptworth, Warwickshire, Tel. 21, shortly taking delivery of a coupe, wishes to sell to highest bidder his 1948 Bentley Mark VI standard saloon, black/beige, 17,500 miles, immaculate condition, latest modifications and extras, recently serviced at works; viewing only by appointment. [1965]

DOCTOR wishes to dispose of late 1934 3½-litre Rolls-Bentley Gurney Nutting Sedanca de Ville 4-seater drop head. Recent £500 overhead. Car shown; fitted new radio, 4 new tyres, tax year, full basic; this car is in superlative condition and must be seen to be appreciated; seen London any time by appointment; £1,150. —Box 2308. [1949]

BENTLEY (other than 3½ & 4½)

CHIPSTEAD MOTORS, Ltd., under Sports Cars column advert. No. 9747. [1975]

3-litre Red Label tourer by Gurney Nutting, mechanical condition, bodywork and all-weather equipment 100%; a real specimen. —For further details write H. A. Jukes, c/o Tower Garage, Wolverhampton. [1119]

BENTLEY 4-litre, registered 1936, foursome drop head by Vanden Plas, completely stripped and rebuilt by Bentley, telecontrol, most unusual car in every way, literally indistinguishable from new. [1968]

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [1975]

£325 or near offer; 1930 4½-litre Bentley tourer, 80mm crank, large type oil pump, fine condition throughout, painted green, with black wings, new all-weather equipment, P.100 lamps, engine and chassis numbers consecutive; really satisfactory car. —R. M. Scott, 115, Colmore Row, Birmingham. Tel. Central 8076. [1932]

Bentley Cars Wanted

S
G
OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, Head Office, H. R. Owen Ltd., 14, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [1055]

C
MTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [1056]

GENTLEMAN wishes to buy pre-war 3½ or 4½ Bentley, Box 2376. [1109]

POST-WAR Bentley saloon, about £3,000, N.W. England.—Box 2362. [1100]

Bentley Cars Wanted

MANN EGERTON & Co., Ltd.,
WOULD welcome opportunity to purchase Bentley

Mark VI models.—14, Berkeley Street, W.1. Regent 2073. [1970]

OWLWAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1927]

URGENtLY required, good 3½-litre or 4½-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1967]

BARTLETT is most anxious to purchase good condition 3½ and 4½-litre Bentleys.—27a, Burlington Villas, W.11. Broadwater 0525. [1929]

WE are pleased to purchase any type pre-war Bentley cars complete or otherwise.—Compton 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1948]

RIPPON BROS., Ltd., the Northern Bentley Specialists, special retailers and repairers, will buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [1907]

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351-6. [1928]

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351-6. [1928]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [1961]

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores.—12, Wellesley Ave., W.6. Riv. 1413. [1965]

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [1964]

W. M. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [1962]

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers.

SHOWROOMS—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413.

Bentley Spares and Service

JACK OLDING, of Mayfair, have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Bentley and Rolls-Royce owners.—Mayfair 5242. [1965]

B.M.W.

B.M.W. Type 327/80 fixed head coupe, three cars, built-in lamps and radio, finished metallic green and dark head; £1,250. One owner, low mileage.

road holding and steering superb; price £975.

BROWN & WHITE (LEEDS), Ltd., Roundhay Rd., Leeds. 7. Tel. 42405. [1970]

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1992]

JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.s.—173, Westbourne Grove, W.11. Days 4274. [1953]

BRISTOL

A. F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

1949 (July) Bristol Type 400/85A saloon, metallic green, radionome, one owner, low mileage.

as new, all latest modifications, passed by manufacturers before resale.

1947 Bristol 400/85A saloon, green, first-class condition chassis, recellularised.

PRICES and catalogues on application.

Bentley Spares and Service

JELMON BURTON, Bugatti service 55, Netherwood St., N.W.6. Maida Vale 1331. [1971]

Bristol Cars Wanted

A. F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [1961]

BROOKLANDS OF BOND STREET, Ltd., have now to date details of any Bristol cars for disposal.—Mayfair 8351-6. [1930]

Bristol Spares and Service

JAMES H. GAULT, Ltd., Bristol distributors for Scotland and Northern England. Works 71-73, Douglas Loan, Glasgow, C.4. Phone Douglas 0539. [1948]

BRITISH SALMSON

£365—British Salmson 1939 drop head foursome

12hp, excellent mechanical, wood original cellulose chrome mud carpets, hide interior, many others.—Benmotors 1, Clarendon Rd., Holland Park, London, W.11. Park 5068-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [1941]

BRITISH SALMSON

BRITISH SALMSON 1939 drop head coupe 22hp, first registered September, 1937, pre-war car in post-war condition; any trial; £425; exchange considered.—Kingston Garage, Anaby, nr. Hull. Tel. 48882. [1887]

BRITISH SALMSON 22hp coachbuilt 4-door sports

saloons, in blue with grey leather, first registered 8.4.41, excellent throughout, any trial; £525; exchanges.—E. Ringie 46, Warren St., W.1. Euston 3375. [1911]

B.S.A.

BRITISH SALMSON 1939 drop head coupe 22hp, first registered September, 1937, pre-war car in post-war condition; any trial; £425; exchange considered.—Kingston Garage, Anaby, nr. Hull. Tel. 48882. [1887]

BRITISH SALMSON 22hp coachbuilt 4-door sports

saloons, in blue with grey leather, first registered 8.4.41, excellent throughout, any trial; £525; exchanges.—E. Ringie 46, Warren St., W.1. Euston 3375. [1911]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1961]

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1915]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7755. [1914]

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 9747. [1975]

1935 Grand sports, black, leather upholstery, radio, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [1992]

Bugatti Spares and Service

JELMON BURTON, Bugatti service 55, Netherwood St., N.W.6. Maida Vale 1331. [1971]

BUICK

DICKS CAR SALES offer:-

1939 Buick 3½hp drop head coupe, 15,000 miles only, one owner since new, used only for 23 months, positively as new; £775. [1957]

DICKS' CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1957]

JOE THOMPSON (MOTORS), Ltd., offers:-

1947 Buick 51 Super saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4855. [1732]

1934 3½-litre limousines from £500. —Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1924]

BUCK Model 51 Super 4-door saloon, right-hand drive, first registered 1948, 4,500 miles, wireless and heater, perfect condition.—Stone, 11, Dudlow Gdns., Liverpool. 18. [1935]

£350—Buick partitioned 1935 7-seater limousine, black, exceptional condition throughout.—Tel. Palmers Green 0913. Ecclesbourne Garage, 148, Green Lanes, N.13. [1956]

£265—1936 Buick 30hp saloon full 6-seater, bodywork literally excellent, interior very clean, whole vehicle gives magnificent performance and looks worth £2,000. —B.B. [1956]

£565—1936 Buick Viceroy 30hp 1939 model, fitted

special Albermarle 6-seater drop head coupe bodywork, owned by enthusiast who fitted telecontrol hydraulic shock absorbers, specially tuned 85 miles per hour with ease, pigskin hide upholstery, outstanding bargain, looks worth £1,000; comprehensive 3 months' written guarantee, no exchange, £100 deposit.

LAMES OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1967]

1936 3½hp Buick Series 40 special saloon, black, exceptionally good interior, two shares, genuine, exceptional condition, new throughout, under £35,000. —Smith, Victoria Rd., Bexhill. [1990]

1939 Buick Albermarle drop head foursome coupé, extremely good condition, outright sale or exchange smaller car, Greenways, Lockerley, near Ramsey. Tel. Lockerley 312. [1949]

BUCK special foursome drop head coupe, black, hide, twin spares, positively immaculate throughout, impossible to fault; £350, nearest offer.—Details, 154, Lancing Rd., Orpington. [1967]

BUCK Special 3 streamline saloon first registered

March 1949, 2½ tax, fawn and brown, radio, remote control gearshift, flashing indicators etc., whole car literally indistinguishable from new.

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [1974]

BUICK

1938 Buick Viceroy in immaculate condition, including Motorola radio, 2 Marchal pass-lights, latest Andre Telecontrol shock absorbers, hide-upholstery, almost new tyres, nominal mileage, maintained Lendrum & Hartman since new, one owner only; unrepeatable at £495. [19734]

495 gns. - Buick 8 July 1937 30hp Albermarle 5-seater convertible coupé, black tan and chrome, fawn leather, built-in radio, 2 spare wheels, very carefully used, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19283]

LIMOUSINE 1939, partitioned, 7-forward, black, £31,000, unquestionable condition, radio privately owned, magnificent; £108. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [19771]

Buick Cars Wanted

7-SEATERS private Limousine required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [19785]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albermarle St., London, W.1. Regent 7121. [19304]

1939 - 1947 low-mileage Buick required by British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [19554]

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141]

Buick Spares and Service

CADILLAC opportunity to purchase a magnificent Cadillac. This is a 1938 model long chassis 7/8-seater. Fawn leather, 10,000 miles, guaranteed under 10,000 miles, face forward occasional seats, winding division behind driver, remote control change speed lever under steering wheel, leather upholstery in front, cloth in rear, one private owner since new; £1,495. [19976]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.

Cadillac Cars Wanted

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albermarle St., London, W.1. Regent 7121. [0004]

CADILLAC Spares and Service. Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012]

CHEVROLET

PHILIP RICKARDS, Ltd., offer:-

1948 Chevrolet saloon, black, mileage 11,626, perfect, 4-Brick St., Park Lane, London, W.1. Giro. 475-5.

1946 Chevrolet 2-door 1.h.d. saloon, exceptional condition; £275. Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4570. [5307]

CENTRAL GARAGE, Croydon, offer: First registered 1948 Chevrolet saloon, black fawn upholstery; £10 tax; £795. Central Garage, Tel. Croydon 7464. [1979]

1948 Chevrolet 2-door fixed head coupe, radio, leather upholstery, 11,000 miles, perfect condition; £1,475. Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [19518]

NAYLOR & ROOT, Ltd.—1938 Chevrolet Martin Six de luxe saloon, black, fawn upholstery, radio; one very careful owner; exceptional condition throughout; £395. Three months' guarantee. Choice of 250 quality cars; terms available.—25, East Hill, Clapham Junction, S.W.16. Batt. 5272. Open 9-6 each week-day including Saturday. [19539]

Chevrolet Cars Wanted

DISTRIBUTORS for London and Home Counties require good Chevrolet cars. British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588.

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [19537]

CHRYSLER

CHRYSLER Wimbledon saloon, first-class order and condition.—Glover, Valley Mills, Killamarsh. [19393]

GORDON CARS (LONDON), Ltd.—7-passenger limousine, 1937, 24hp Chrysler, 21,000 miles, one owner, outstanding condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [19579]

CHRYSLER 1939 Wimbledon de luxe saloon, black and brown, one owner, laid up during the war, very low mileage and in perfect condition, just reconditioned.—Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706. [1919]

PLYMOUTH ALPINE 1947 restoration, 2,792cc six-cylinder. Special de luxe saloon, right-hand drive, column change, radio, heater, unmarked grey hide interior, light stone cellulose finish as new, lavish chromium appearance identical to current series, immaculate condition throughout; £850. Oakley, The Cottage, Cobden Ave., Southampton 7463. [19897]

HILLWOOD MOTORS, Chrysler Royal 1939 model 8-seater, white leather upholstery, in original condition, appearance as new, one owner, 16,000 genuine mileage, overdrive, built-in push-button radio, fitted lambs' wool carpet, steering column gear change; this car must be seen to be believed; a fine investment at £785.-665-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [19662]

£495 8-seater Chrysler Imperial double-enclosed limousine, 1937, privately owned by very well-known West End organisation, this car has never been used for hire purposes and was in fact very carefully stored for several years during war; finished black and chrome with most elegant interior furnishings which have been produced by master carver, cover for the upholstery can be seen in spotless order; face forward seats, winding division and every refinement; mechanical order is consistent with the general appearance of the car, mileage is moderate only and as regards performance the Chrysler does give the smooth effortless ride one would expect from such a class car. [19762]

CAMDEN MOTORS, Lakeside St., Luton Burywood, Beds. Tel. 2581 and 3115; 28 other limousines in stock; write for 18-page post-free stock list; easy and confidential hire purchase facilities, part exchanges; cars delivered free any part of the United Kingdom; see our full page advert in this issue. [19762]

Autocar

CHRYSLER

8-PASSENGER 1939 Royal 28hp saloon, forward 8 occasioals, leather throughout, genuine 9,000, black, unquestionable condition. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [19772]

Chrysler Cars Wanted

CA\$H immediately for good Chrysler.—H. P. Edwards 28, Upper High St., Epsom 9400. [0996]

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929]

1939 - 1947 low-mileage Chrysler required by British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [19535]

7-SEATERS 1937/38 28hp Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [19790]

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pr. 0141. [0018]

CHRYSLER specialised service; large stocks of spares; prompt attention.—Premier Motors, Somers St., Leeds, 1. Tel. 23137. [0564]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 4224. [0361]

CITROEN

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SERVICE

A

E.F.S. MOTORS, Ltd.

KINGSTON BY-PASS ROAD,

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FOR

SALES and Service.

PHONE: Emberbrook 3000.

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ISTRIBUTORS

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CITROEN

CARS.

[0175] ACE SERVICE STATION (LONDON), Ltd.

1946 Citroen Light 15 saloon, black/brown hide, one careful owner, maintained by ourselves; £650.

NORTH Circular Rd., Stonebridge Park N.W.10. Elgar 5585 (5 lines). [0308]

H. W. MOTORS, Ltd., the Citroen specialists, offer:-

1939 saloon de luxe 12.8hp, one owner, moderate mileage, first-class mechanical condition, tyres nearly new, blue cellulose new upholstery and carpets, excellent order; £475.

1946 Citroen de luxe, Light 15, black, red upholstery, very mechanically faultless, brakes refined; £655.

1947 saloon de luxe. Light 15, grey, red upholstery excellent order throughout; £750.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and H. 1437. [19815]

WOKING MOTORS (MAYBURY HILL), Ltd. Woking 1928, offer:-

£725 - 1947 Citroen saloon, silver with beige leather upholstery, sprung steering wheel, just checked by works.—Elgar 5585 (5 lines).

£650 - 1946 Citroen saloon, black with beige leather upholstery, sprung steering wheel, sun roof, nearly new tyres. [0906]

1940 Citroen Light Fifteen, overhauled, recirculated, rechromed, all petrol; £425. Elmbridge 1273. [09842]

WITHOUT question the finest 1938-49 Citroen 15 one never offered maroon and grey, really like new throughout; £475. terms.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [0205]

1940 type Citroen 13hp spoked wheels, new tyres, perfect condition; £385. Brook House Farm, Park Lane, Poynont, Cheshire. Tel. 2896 Poynont. [09464]

1946 Citroen Light Fifteen de luxe saloon, black, red, one owner, mechanical condition cellulose, etc., all excellent, fitted Ace twin carburetors; £650. [09062]

1948 Citroen Light Fifteen de luxe saloon gunmetal grey and red, one owner, exceptional order throughout; £850. Enquiries to Godfrey Houghton, Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [19716]

CITROEN, first regd. 25/9/48, one owner, S.H. 16,500 miles, fitted wireless, de-mister, foglight, 3 spare tyres, excellent condition throughout, seen Welwyn 5800. Box 2306. [0457]

1938 Citroen Long 15, black with red leather, smart and reliable; £250; would exchange. Light 15, 12, Riley or Rover, cash either way—245. Str. 6. Str. 6534. [0110]

1946 Citroen 15hp saloon, black, maroon leather, sun roof, Fram, oil coil, etc.; one owner, superb condition throughout; £665. Exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Elgar 4274. [0928]

1940 Citroen 13hp sportsman's drop head coupe, an attractive car which has been carefully maintained, £120 recently spent on overhaul; also 100% condition throughout; ideal for the enthusiast who wants fast but safe motoring in comfort at an economical running cost; unrepeatable value; £395.

M. B. MOTORS, 338, New Cross Rd., London, S.E.4. Tideway 3779. [0261]

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930]

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [0932]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Elgar 4274. [0933]

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars; North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0774]

Citroen Spares and Services

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0137]

RING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Trubie.

WILDMORE GARAGES, Ltd., Fulente Rd., Bath 4863. Citroen spares, reconditioned drive train. [07623]

CITROEN.—We are distributors for N.W. Kent and Bexleyheath 725.

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Box 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 43-hr.; spares stocked. [02663]

DAIMLER

R. C. MORTLAKE offers:-

1937 E.L. series 24hp Daimler limousine, leather throughout, privately owned.—253, Kensal Rd., W.10. Ladbrooke 3155. [0596]

TOM GARNER, Ltd., offer:-

1948 Daimler foursome drop head coupe, grey with brown leather. Radio/mosile, heater and many extras. 2,500 miles only. [0175]

1947 Daimler 2½-litre saloon, blue with blue leather. 6,000 miles only. [0125]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [09441]

STRATSTONE, Ltd., the Daimler specialists.

1949 Daimler 2½-litre coupe, black with brown leather. 1,000 miles, as new throughout; £1,975.

Daimler 2½-litre saloon, grey with blue leather. chauffeur-maintained: £1,525.

1946 Daimler 2½-litre saloon, maroon with red leather, appearance and performance equal to new: £1,250.

1948 Daimler 3½hp Straight-Eight touring saloon by Hooper, blue with blue leather, electrically operated division, radio and heater. chrome disc as new. Daimler 4½-litre 7-passenger limousine with cloth to rear, in excellent condition throughout; £1,195.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 1, Herbrand St., Russell Square, W.C.1 (Terminal 7442). [09479]

1937 Daimler 2½-litre drop head, black with cloth to rear, in excellent condition throughout; £1,195.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 1, Herbrand St., Russell Square, W.C.1 (Terminal 7442). [09479]

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout. [0125]

1936 miles, as new.

ANCENFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbrooke 2951-4. [0597]

CENTRAL GARAGE, Croydon, offer 1938 Daimler 2½-litre saloon, black, red leather. £650.—Central Garage, Tel. Croydon 7464. [19428]

1939 Daimler 4-litre Straight Eight entirely new body, designed and built by Alfa Romeo, Italy, completed 1948, a most interesting car: £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0969]

1939 E.L. 12.4hp Daimler limousine, privately owned, absolutely indistinguishable from new.—J. B. Tanbourne, 30, Wilton Row, S.W.1. Sloane 4665. [19465]

1935 - 36 20hp Daimler 7-seater Mulliner body, first-class condition inside and out.—G. Tippings & Sons, Star Hill Garage, Hood Heath, Woking, Surrey. [11282]

1944 36 20hp Daimler 7-seater Mulliner body, first-class condition inside and out.—G. Tippings & Sons, Star Hill Garage, Hood Heath, Woking, Surrey. [11282]

1945 20hp Daimler 4-door sports saloon, silver grey, sliding head, pre-selector, good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [09252]

1945 - 1945-4 25hp Daimler 7-seater limousine, one owner since new, perfect. Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1061-2. [09262]

NORMAN ROUNDHILL, Ashhead, offers 17hp 2-litre saloon, ivory with red leather upholstery, immaculate in every detail; any trial or examination welcomed: £450.—Tel. Ashhead 34. [09497]

DAIMLER 2½-litre 4-door saloon, reg. Aug. 1948, finished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000.—Offered at £1,595 by Austin House, 144, Golden Green Rd., London, N.W.10. Special 001. [09523]

£785 - 1947 Straight Eight partitioned black limousine, bench forward occasions, magnificent condition, exceptional opportunity. Below.

LIMOUSINE 1939 8-cyl-32hp Hooper, partition, 7-for-

ward, black, delightful condition, genuine 12,000, exceptional; seen.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [09773]

Daimler Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959]

Daimler Cars Wanted

REQUIRED, Daimler limousines.—J. B. Tansborne, 2569
Rd. 30, Wilton Row, S.W.1. Sloane 4465.

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932]

LIMOUSINE Modern 24hp-32hp required. Details please.—A. & S. Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [0931]

Daimler Spares and Service
DAIMLER and Lanchester spares—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai-0267.

Delage Spares and Service
SELBORNE (MAYFAIR), Ltd.

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

Head office 82, Park St., W.1. [2406]
UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs: large stocks of genuine spares.—Grosvenor 3141. [0930]

Delahaye Spares and Service
SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

Head office Regional House, 82, Park St., W.1. [2407]
D.K.W.

1938 D.K.W. cabriolet, completely overhauled, new crankshaft, biffs shown, fitted radio: £240.—Puglie, 236, Creighton Ave., Finchley. Tudor 7545.

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares: brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.: repairs and overhauls our specialty.—B. & M. Garages, Ltd. 42a, St. Michael's St., W.2. Paddington 6877. [0916]

D.K.W. Spares and Services
NEW big-ends and mainline fitted to D.K.W. crankshafts.

C. F. SMITH & CO. 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0906]

DODGE

1948 Dodge 4-dr. saloon, radio and heater, 1-h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [0940]

1937 26hp Dodge 7-str. limousine, face forward colour, black leather front, cloth rear, overdrive, one private owner since new, low mileage, this car is in wonderful condition in every way, both mechanically and in appearance and only wants service, first to inspect will purchase, price £675.—HAROLD PERRY, Ltd., 279, Ballards Lane, North Finchley. N.12. Tel. Hillside 4444.

CAR MART, Ltd. offer:-
1949 Ford 8 Anglia saloon, 200 miles: £615.—Car Mart, Ltd. 320, Euston Rd., N.W.1. Euston 1212. [0996]

TIMMS MOTORS offer:-
1937 Ford 8 saloon, very nice condition: £185.—Timms Motors, Colinetine Rd., Putney. S.W.13. Tel. Put. 8667. [0858]

PERRY'S of Harrow offer:-
EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wembley, Harrow, Middlesex. [0099]

H. A. SAUNDERS, Ltd., offer:-
1948 Ford 8 Anglia saloon, 6,300 miles: £495.

1949 Ford 8 Anglia saloon, 4,900 miles: £525.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [0949]

EMBLEY COURT MOTORS offer:-
1947 Ford 8 saloon, black, indistinguishable from new, one owner, bargain: £425.—High Ed. Wembley, Arnold 5221-2. [0970]

COOMBS & SON (GUILDFORD), Ltd., offer:-
1947 (Oct.) Ford 8 Anglia saloon, 7,000 miles, black with red leather, mechanically guaranteed: £430.—Portsmouth Rd., Guildford. Tel. 62907. [0727]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8 Anglia, black, 2,800 miles.

1948 Ford 8 Anglia, black, 2,300 miles.

1948 Ford 8 Anglia, black, 9,000 miles.

1948 Ford 8 Anglia, black, 5,900 miles.

1947 Ford 8 Anglia, black, 12,000 miles, choice of two.

1946 Ford 8 Anglia, black, 7,000 miles.

1946 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sandleys Rd., Catford, S.E.6. Hither Green 4321. [0914]

1939 Ford 8 saloon, very clean condition, reconditioned engine, new batter: £265.

B RAY MOTORS, Ltd., 180-184, West End Lane, N.W.6. [0981]

CAR MART, Ltd. offer:-
1948 Ford 10hp Prefect saloon, 3,000 miles: £665.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [0997]

PERRY'S of Harrow offer:-
EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wembley, Harrow, Middlesex. [0100]

PALMERS MOTORS, Ltd., offer:-
1938 Ford 10 saloon: £235; exchanges and terms.

1938 53, York St., Twickenham. Petersgrove 1890, 7087. [0146]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect saloon, beige, 6,000 miles.

1948 Ford 10hp Prefect saloon, black, 5,000 miles.

1948 Ford 10hp Prefect saloon, black, 2,500 miles.

1948 Ford 10hp Prefect saloon, green, hide, 5,700 miles.

1947 Ford 10hp Prefect saloon, black, hide, 21,000 miles.

1946 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sandleys Rd., Catford, S.E.6. Hither Green 4321. [0915]

1948 Ford Prefect, black with cloth upholstery, 12,000 miles, immaculate condition: £585.

1946 J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Road, N.W.3. Hampstead 4414. [0946]

FIAT

1939 Fiat 500 Cabriolet, excellent order, good tyres, one lady owner: £255.—34, Percy Rd., Hampstead. Tel. Molesley 4283. [0924]

Fiat Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960]

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933]

CASE immediately for good Fiat.—H. F. Edwards, 154, Newgate Street, Finsbury, W.1. [0967]

MAYFAIR GARAGES, Ltd., Baldwin St., (opp. Selfridges), W.1. Mayfair 3104. Particularly want 500, 1100s and 1500s for cash. Phone or write for buyer to call: 17448.

Fiat Spares and Service

REPAIRS and front suspension exchange, reasonable prices—10, Winchester Mews, N.W.3. Fri. 2647. [0197]

FIAT 500c spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grange: Fiat, Wembley. [0909]

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange; spare wheel covers, luggage carriers, supercharger sets. Metric spanners: complete servicing and models.—Derrington, 159, London Rd., Kingston 5621-2. [0320]

FORD (6 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORD 1947 8hp Anglia saloon, black with brown leather cloth upholstery, 21,000 miles but in immaculate condition throughout: £455.—Ref. (6).

1947 8hp Anglia saloon, black with red cloth upholstery, 23,000 miles, thoroughly overhauled, immediate delivery: £450.—(Ref. J.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0324]

CAR MART, Ltd.

1949 Ford 8 Anglia saloon, 200 miles: £615.—Car Mart, Ltd. 320, Euston Rd., N.W.1. Euston 1212. [0996]

TIMMS MOTORS offer:-
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PERRY'S of Harrow offer:-
EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wembley, Harrow, Middlesex. [0099]

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1949 Ford 8 Anglia saloon, 4,900 miles: £525.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [0949]

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DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8 Anglia, black, 2,800 miles.

1948 Ford 8 Anglia, black, 2,300 miles.

1948 Ford 8 Anglia, black, 9,000 miles.

1948 Ford 8 Anglia, black, 5,900 miles.

1947 Ford 8 Anglia, black, 12,000 miles, choice of two.

1946 Ford 8 Anglia, black, 7,000 miles.

1946 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sandleys Rd., Catford, S.E.6. Hither Green 4321. [0914]

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1938 53, York St., Twickenham. Petersgrove 1890, 7087. [0146]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect saloon, beige, 6,000 miles.

1948 Ford 10hp Prefect saloon, black, 5,000 miles.

1948 Ford 10hp Prefect saloon, black, hide, 2,500 miles.

1948 Ford 10hp Prefect saloon, green, hide, 5,700 miles.

1947 Ford 10hp Prefect saloon, black, hide, 21,000 miles.

1946 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sandleys Rd., Catford, S.E.6. Hither Green 4321. [0915]

1948 Ford Prefect, black with cloth upholstery, 12,000 miles, immaculate condition: £585.

1946 Ford Prefect, black with cloth upholstery, 20,000 miles: £465.

WJ. BROWN, Ltd., Main Ford Dealers, 339, Finchley Road, N.W.3. Hampstead 4414. [0946]

FORD (6 h.p.)

£325—1939 Ford 8 saloon, black, maroon interior, reconditioned engine, 2,000 miles, beautifully maintained.—Robbins, East Putney. Tel. 4581. [11007]

ATHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367]

FORD Anglia 1948 (Nov.), 9,000 miles (two in stock), on black, cream beige, green cars; £485.—Fantiles Service Garage, London Rd., Guildford. Tel. 5326. [18794]

1946 (May) Ford 8 Anglia saloon, exceptional condition, moderate mileage, original tyres: £395.—Harry Nash Motors, Ltd., 348, King St., Hamersmith, Riverside 2837-8. [19506]

155 gns.—Ford 8 saloon, 1937, smart, really excellent condition, choice of two: any trial.—G. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [5149]

1945 gns.—Ford 8, 1936 saloon, black, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [19327]

395 gns.—1947 Ford Anglia, immaculate condition, nominal mileage, any inspection: a bargain (radio extra).—G. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [5117]

£135 only.—1935 Ford 8 saloon, black, one owner since 1939, reconditioned engine recently fitted, recommended; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstones 8605-6. [19365]

1940 Ford Anglia saloon, black with green upholstered seats, reconditioned engine, reconditioned whole car in immaculate condition; three months' written guarantee: £315.—T. Tankard & Smith, Ltd., 97, Peckham Rd. S.E.15. Rod. 2051. [18202]

£155—Ford 8-door saloon, 1935, excellent original condition, leather interior, choice of 2; many others.—Bennymotors, 1, Clarence Rd., Holland Park, London, W.11. Park 5066-T. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube). [19424]

1949 Anglia export model, black, many extras, including 10hp engine, indicators, bumper o-riders, cream sprung steering wheel, upholstery covers, etc. new 40 m.p.h., small mileage, just out of covenant, sufficient driving and maintained: £350.—Adamson 39, Heber Rd., N.W.2. [19370]

1949 Ford Anglia saloon, black, brown leather, cloth upholstery, low mileage, fitted radio, heater, oil filter, window louvres, in outstanding condition throughout, taxed as new, 40 m.p.h., small mileage, just out of covenant, sufficient driving and maintained: £350.—Adamson 39, Heber Rd., N.W.2. [19370]

1949 Ford Anglia saloon, black, brown leather, cloth upholstery, low mileage, fitted radio, heater, oil filter, air cleaner, Fram oil filter, window louvres, in outstanding condition throughout, taxed as new, 40 m.p.h., small mileage, just out of covenant, sufficient driving and maintained: £350.—Adamson 39, Heber Rd., N.W.2. [19370]

1949 Ford Anglia saloon, black, brown leather, cloth upholstery, low mileage, fitted radio, heater, oil filter, air cleaner, Fram oil filter, window louvres, in outstanding condition throughout, taxed as new, 40 m.p.h., small mileage, just out of covenant, sufficient driving and maintained: £350.—Adamson 39, Heber Rd., N.W.2. [19370]

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FORD (10 h.p.)

1939 Ford Prefect de luxe saloon, sun roof, hide interior, clean condition, excellent runner; £299.

RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1092]

150 miles—1948 Ford Prefect saloon—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. Tem. 3588. [9542]

A RIHUR E. GOULD, 290-292, Regent St., W.1. Langham 1594-5. 1946-8 post-war Prefect saloons, low mileage, all guaranteed.

8000 miles—1949 (Feb.) Ford 10hp saloon, black, loose covers; (trade enquiries only please); Ernest Sutton, Glebe Hill, Old 95. [9830]

1947 Ford Prefect saloon, leather upholstery, low mileage, black; also 1939 Ford Prefect saloon, leather upholstery, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9908]

1948 Ford Prefect saloon, 17,000 miles, spare un-used; £555.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [19602]

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., Balham Hill, S.W.12 (100 yards). Clapham South 7317. [14391]

£237 1/10—1938 Ford 10 4-door saloon de luxe, excellent running order, very attractive appearance, open to A.A. or R.A.C. examination; terms, exchanges.

COACHCRAFT, Ltd., Elm Rd., Evesham. Tel. 6539. [1003]

1949 Ford Prefect saloon, finished black, cloth, 15,000 miles, new in every respect;—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [16578]

R. S. MEAD offers: Ford Prefect 4-door de luxe saloon, first registered December, 1948, one owner, tax year, mileage 4,000; £555.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [19634]

1948-9 (Dec. '48) Ford 10hp saloon in brand new condition, finished black, silver wheels—Seymour & Groombridge, Ltd., Watford Way, Hendon Central, N.W.4. Hendon 2146. [19612]

1938 type Ford 10 4-door saloon, black with red leather upholstery, good condition throughout; £249 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill, Neasden. Gladstone 8605-6. [19881]

Ford Ten Cars Wanted

GATEHOUSE MOTORS are regular buyers of good clean F.10 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444.

R. OWLAND SMITH'S, The Ford 10 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [10156]

RAYMOND WAY the hire-purchase specialists, are still offering Ford 10, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

FORD (V.8)

W HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444.

1949 Ford V.8 Pilot saloon, black with leather upholstery and radio, 11,000 miles, perfect in every respect; £550.—Ref. (K).

W HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [19596]

J. DAVY offers:—

£295 (July, 1938) V.8, grey, with brown leather upholstery, 4-door, small mileage.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6495. [1039]

DICKS CAR SALES offer:—

1939 Ford V.8 saloon, genuine bargain; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [19848]

JOE THOMPSON (MOTORS), Ltd.

1947 Ford Mercury de luxe saloon, 32.5 hp, black, 16,000 miles, fitted with loose covers and heater; £10,100. £12,500.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4858. [19895]

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 American Ford saloon, latest design.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4858. [19890]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford V.8 Pilot saloon, black, brown hide, 7,000 miles.

1939 Ford V.8 30hp Model 91a saloon, black/cloth.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alerton, Mddx., Perivale 5388; and 8 & 12, Sangleys Rd., Cairol, S.E.6. Hither Green 4821. [19016]

FORD 22hp 1937, new engine, tyres, immaculate, £1 test; £255.—Slo. 5737 day. Spe. 2714 evs. [19859]

FORD Pilot '49, leather, black, heater, radio, 9,000 miles; £975 or near.—Hunt. Tel. Upper Warlingham 271.

37/38 Ford V.8 30hp saloon, original paint, new tyres; £260.—Mears Motors, The White Swan, Bottisham, Tel. 259. [1027]

1949 (Jan.) Ford V.8 Pilot saloon, finished green cloth, upholstery, small mileage, excellent condition, licensed radio; £925.

H. PEACOCK, Ltd., 219-221, Balham High Rd., F.S.W.17. Balham 4401. [9833]

1948 (Dec.) Ford Pilot, blue leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [14982]

LATE 1948 Ford Pilot saloon, 7,000, black leather, fitted radio, heater, etc.; £950 guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [15252]

FORD (V.8)

FORD Pilot 1948 (Oct.), 12,000 miles, Silver Blue, built-in radio and other extras; £2875.—Greenford Garage (opp. Red Lion), Greenford, W.M. [1191]

1939 (August) Ford V.8 30hp saloon, leather upholstery, magnificent car; £425.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [1096]

£395 model 91A, in good clean condition, with leather upholstery and excellent tyres, runs particularly well, specially recommended.

CAMDEN MOTORS, Ltd., Leighton Buzzard, Tel. 2381 and 3115. [19763]

1938 Ford V.8 22hp 4-door saloon, in excellent condition throughout, new engine and battery, etc., leather upholstery, bargain price for 1938 model; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4723. [1879]

FORD V.8 ex-Army saloon staff car (British), approx. 1942, fast radiator type, civilian wheels, radio heater, oil filter, Fram filter, leather upholstery, fast and economical, £10 tax; £250.—A.S.L. Power Units 52, Hillsborough Rd., Garthill, nr. Glasgow. [19061]

12000 miles, Ford V.8 Pilot saloon, blue with leather upholstery, twin-speaker radio, loose cover to front seat, fast lamp, heater, spotless condition, first registered November 1948; £950; hire purchase and exchanges.—Golds' Garage, Ltd., Earls Court Rd., S.W.3. Frobisher 0663, 0929. [10195]

1948 registered Canadian Mercury, immaculate condition, interior and exterior equal to new, loose covers, new leather, radio, heater, £10 tax; £10 tax, excellent car. This car must be seen to appreciate condition; £250.—Colindale Service Station, 155, 157 & 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [18163]

FORD V.8 Cars Wanted

R. OWLAND SMITH'S, the Ford V.8 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [19533]

WANTED, Ford 30hp 91A 1939 saloon, preferably in leather.—K. 6, Potton Lane, Barwick-in-Elmet, Yorks. [1121]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

UTILITY-FORD OR OTHER BODIES

JACK STONE & SON offer the following utility shooting brake:—

1949 Ford V.8 American maplewood shooting brake utility, very low mileage; cash or £200 deposit, balance £2 per month.

JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [18853]

1939 Ford Prefect chassis mounted with very attractive wooden utility body, excellent condition throughout; four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [15153]

325 timber utility body, fawn wings and bonnet, glass all round, drop tailboard, fold-Eush rear seats, excellent condition; terms, exchanges.—Rowland Smith, below.

265 utility body, folding rear seats, glass all round, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19592]

1938 model 81A 30hp V.8 Ford with station wagon conversion by Grout & Co., as depicted in "Autocar," Feb. 10th on page 155. Ford reconditioned engine, etc. This is the nicest looking utility offered by us in our long experience dealing in this class of vehicle; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1977]

1949 model, registered Oct. 1948. Fordson 10hp type 10 (June, 1938) chassis, fitted with new body, spares, tools, tools unwound, 7,000 miles only since new, taxed, new condition throughout; list price £110, accept £540 for immediate sale.—Oakley, The Cottage, Cobden Ave., Bitterne Park, Southampton, Tel. 74693. [19898]

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [19237]

R. OWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0937]

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

A LWAYS open.

SELECTION from our stock. Please for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [13209]

TANKARD & SMITH, Ltd., offer the choice of many Ford 8 and 10 from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [10378]

Ford Miscellaneous Cars Wanted

R

S OWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [10938]

C

M THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961]

W AROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

MARSTON MOTOR Co., Ltd., for your Ford, Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

Ford Miscellaneous Cars Wanted

8 or 10hp Ford saloon wanted, 1938-1940.—Gordon Wooderson, 48a, Drewsteed Rd., S.W.16. Streatham 6638. [19736]

WANTED.—1946-9 Ford 8hp and 10hp saloons.—Arthur F. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [10101]

RECENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [12439]

UTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better than specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [10042]

Ford Spares and Service

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.C.1. Riv. 3665. [10225]

FORD spares for all models.

DAGENHAM MOTORS, Ltd., 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley. Perivale 3388. And 8, Sangleys, Catford, S.E.6. Hither Green 4821. [10169]

LLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6451 (4 lines).

FORD mudguards, running boards, 1933/46.—Brooks 85, Queens Rd., Brighton. [10383]

DLARDES MOTORS, Ltd., 43-45, Acme Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [10110]

JACK OLDFIELD & CO., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Provost's Court, North Audley St., W.1, and will welcome enquiries in this connection from Ford owners.—Mayfair 5242. [10669]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10939]

CHAIN Frazer Nash wanted, any age or condition if reasonable price.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [19217]

FRAZER NASH-B.M.W.

A. F.N. Ltd.

MANUFACTURERS of Frazer Nash cars (Le Mans Replica, Fast Roadster, foursome cabriolet and Mill Miglia models).

JOINT venture for Bristol cars (see our advertisement under New Cars-Bristol).

SED Frazer Nash-B.M.W. models available at the moment include:—

1940 type 335 3½-litre l.h.d. 4-door saloon re-coupled black, re-upholstered brown leather; price £1,295.

1939 type 321 4-seater cabriolet, colour blue re-upholstered new hood; £725.

1935 type 40 (12.5hp) sports colour maroon, very good condition throughout; price £340.

THE WHITE WORKS, B.M.W. special 2-seater, for sale, stored during war; offered complete with its special engine, brakes and light body as last raced; the fastest and most reliable of all B.M.W. Works cars, for the low price of £1,400.

FULL particulars of above cars and descriptive literature sent on request.

SPARE parts for all Frazer Nash-B.M.W. cars available to our own.

WE models always open to purchase Frazer-Nash-B.M.W. cars.

FALCON Works, London Rd., Isleworth, Hounslow 0011. [12562]

A NTHONY CROOK, offers:—

1939 Frazer Nash-B.M.W. 327/32 drop head coupe; 1939 328 2-seater; 1938 326 saloon; 1937 type 55 drop head coupe, etc.—Anthony Crook Motors, Ltd., Townend, Caterham Hill, Tel. 466. [19121]

CHARLES RICKARDS, Ltd., the house of standing and repute.

1938 Frazer Nash-B.M.W. type 328 finished in blue sports two-seater, car in magnificent condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchett, Bucks, Tel. Datchett 54. [19357]

1938 Frazer Nash-B.M.W. model 328 2-seater, first regd. 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchett, Bucks, Tel. Datchett 54. [17507]

1939 Frazer Nash-B.M.W. type 327 occasional 2-4 cabriolet, in absolutely first-class condition, recently fitted with a Bristol head and 3 Solex, colour black, a very fast, attractive car.

EVILL-DAVIES & MARCH, Ltd., 41-42, Hays Mews, Berkeley Sq., W.1. Mayfair 5104-5. [19817]

MAYFAIR GARAGES, Ltd.—1935-6 type 45 2½-litre 2-door drop head sports foursome, red, excellent tyres, new folding head, very fast, exceptionally smart car, in outstanding condition throughout; £265.

MAYFAIR GARAGES, Ltd., 10, Balderton St., (Opp. Self-Ridges Clock), Mayfair, W.1. Mayfair 5104-5. [19703]

325 2½-litre 2-door drop head sports fourseats, ivory, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6040. [19229]

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembroke Villas, W.1. [10693]

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10140]

GRAHAM

295 gns.—Graham 1938 Special Six 4-door touring saloon, black, grey cloth upholstery, excellent condition; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1956]

HEALEY

GUY SALMON AUTOMOBILES offer:—

1949 Healey Duncam saloon, B type chassis, colour grey with red leather, 7,000 miles, fitted H.M.V. radio, an outstanding specimen with a truly scintillating performance; £1,495.—Portsmouth Rd., Thame Ditton, Emberbrook 4343.

ROSE & YOUNG, Ltd., offer Healey 2-seater, unregistered, exceptional condition, bargain; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5070]

Healey Cars Wanted

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors have new and used cars in stock, and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261]

HILLMAN 10

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £615.

Hillman Minx saloon, radio, 7,000 miles; £615.

Hillman Minx Phase II saloon, 2,000 miles; £795.

(Nov.) Minx, magnificent, phase III, low mileage, radio fitted, immaculate throughout; £795.—Hillman Minx saloon, radio, 11,000 miles; £795.

1947 WADCOL MOTORS, 150, West End Lane, N.W.6; N.W.1 Euston 1212. [8996]

J. CORYTON, Ltd.

£775—1948 Phase II Hillman saloon, pastel green, 5,000 miles, immaculate, 1 private owner; £139-149. Fulham Rd., S.W.3. Ken. 1410. [1956]

NEWNHAMS, Ltd.

1949 Hillman Minx Mark III saloon, 5,000 miles; £875.-235-7-9, Hammersmith Rd., London, W.6. Riv. 4646. [8957]

DICKS CAR SALES offer:—

1947 (reg.) Hillman 10 saloon, positively unmarked; £450.—Below.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7488]

TOM GARNER, Ltd., offer:—

1949 series Hillman Minx Mark III saloon, black with fawn upholstery, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1940]

LAYTONS OF OXFORD, offer:—

£275—1938 Hillman Minx saloon de luxe.

LAYTONS, New Road, Oxford. Tel. 3381. [19470]

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black, 5,600 miles, indistinguishable from new throughout.

(November) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8285]

H. A. SAUNDERS, Ltd., offer:—

Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.

Hillman Minx drop head coupe, 12,000 miles; £615.

Hillman Minx saloon, grey; £615.

1946 Hillman Minx saloon, black; £545.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1956]

PHILIP RICKARDS, Ltd., offer:—

1948 Hillman Minx saloon, beige, 12,000 miles, per cent. 4—Brick St., Park Lane, London, W.1. Gto. 4772-3. [19797]

CHARLES FOLLET, Ltd., offer:—

1947 Hillman 10hp coupé, black, brown leather, new tyres and hood, 15,000 miles, excellent condition; £625. Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores 12, Wellesley Ave., W.6. Riv. 1413. [19810]

WARWICK WRIGHT, Ltd., offer:—

1948-9 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £665.

Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.

Hillman Minx 10hp drop head coupe, blue, blue leather, 10,000 miles; £635.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [19870]

EMBLEY COURT MOTORS offer:—

1948 Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2. [19266]

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon, £575; also 1937 Minx saloon; £225.—Fortune Green Rd., N.W.6. Ham. 2211. [19302]

MEBES & MEBES, Ltd. (est. 1893) offer:—

1938 Hillman Minx de luxe saloon, grey, blue leather upholstery, recently reconditioned throughout including engine and coachwork, good tyres, taxed; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [9499]

HILLMAN 10

1948 Minx, grey, blue upholstery, one owner, unmarked. **HAMILTON MOTORS (LONDON) Ltd.**, 466-490 Edward Rd., W.8. Paddington 0022. [7960]

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.—**JOHN WILSON AUTOS, Ltd.**, Sanderstead Rd., South Croydon. Sanderstead 4260. [7576]

1948 Phase II Minx saloon, colour black, as new throughout, 12,000 miles; £695. **CONTINENTAL CARS, Ltd.**, Portsmouth Rd., Send, Surrey. Ripley 3162-3. [9365]

1948 BRIDGE MOTORS, Ltd., Earley, Nr. Reading. Tel. Reading 6102, offer:—

1939 10hp Hillman Minx de luxe saloon, grey, red leather, speedo, 39,800, excellent mechanically, original carpet and cellulose, better value than 1948 car; £385. [1055]

GORDON CARS (LONDON) Ltd., 1948-9 Hillman (Dec.) Phase III saloon, £9,000 miles.—Below. **GORDON CARS (LONDON) Ltd.**, 1947 Hillman 10, 18,000 miles; £615.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9580]

OFFERS wanted for 1949 Hillman Minx; many extras, Carley, Upper Farm Lane, Maidstone, Kent. [1115]

1937 Hillman Minx, in excellent order; £215; 3 months' written guarantee; term and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8841]

1948 Hillman four-seater coupe Hillman Minx, 10hp, 1938 model; £285.—**WADCOL MOTORS**, 150, West End Lane, N.W.6. Hampstead 1177. [9417]

CYRIL SHEPPARD offers: 1948 Hillman Minx Phase II saloon, grey, one owner, as new; £895.—Riseley, Berks. Reading 83147. [9355]

1948 Hillman 10 saloon, genuine 9,000 miles; £700.—Smith & Hunter, 376, Kensington High St., W.14. Weston 2312. [9705]

1937 Hillman Minx, in exceptional condition; £195.—Simmons Motors (American car specialists), Wembley 3903. [9618]

1948 Hillman Minx d.h. coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5382. [9543]

HILLMAN 10 Phase II, 12,000 miles, radio fitted, excellent condition; £875.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [8792]

CONWAY MOTORS, £299; 1939 Hillman Minx saloon, carefully kept, excellent tyres, nice condition throughout.—301, Goldhawk Rd., W.12. [9671]

1947 (July) Hillman Minx sunshine saloon, excellent condition, £325.—Lyne, Frank & Webb, 13-14, Brooks Mews, W.1. Mayfair 4433. [9610]

ESTATE utility Minx Phase II, grey, 12,000 miles, immaculate; £685.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9688]

1949 Hillman Minx Mark III saloon, colour black, fitted with heater, 8,000 miles.—Stratford 31, Rockline St., Leighton Buzzard. [9903]

1939 Hillman Minx saloon, in excellent order throughout; £325.—Lyne, Frank & Webb, 13-14, Brooks Mews, W.1. Mayfair 4433. [9169]

1946 (Aug.) Hillman Minx drop head coupe, smoke grey, blue leather, 17,000 miles; £545.—Tylers, 1-7, Barnard Rd., Clapham Junction. Bat. 4347. [9394]

1946 Hillman Minx saloon, grey, low mileage, nice car.—Hillman 10 saloon and 1939 Hillman Minx saloon and 1938 Hillman 10 drop head coupe, reconditioned engine recently fitted; £295. [9394]

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9082]

£145 or by instalments.—1935 Hillman Minx 4-door saloon, 5 months' written guarantee; £145.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 5524. [1070]

1948 (July) Hillman Minx sun saloon, phase II, grey/blue upholstery, radio, low mileage, beautiful order.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 1900 (private exch.). [9813]

1946 (Dec.) Hillman Minx saloon, one careful owner since new, coachwork and mechanical condition excellent.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 110-3. [9572]

1945 gns.—Hillman Minx 10hp November 1945 de luxe 4-door saloon, black, sliding head, brown leather, one owner, very carefully used, exceptional condition; terms; exchanges.—Rowland Smith below.

595 gns.—Hillman Minx Nov. 1945 10hp estate car, grey, makes standing 4-door 5-seater body with rear entrance and removable rear seating; one owner, small mileage, practically new condition; terms; exchanges; list.—Rowland Smith, below.

545 gns.—Hillman Minx Dec. 1946 10hp four-seater drop head coupe, fawn cloth, one careful owner, one owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube). Hampstead 6044. [9390]

1948 Phase II Minx saloon, one owner, low mileage, almost unblemished condition; guarantee; £2695.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.1. Speedwell 0011. [9520]

ESTATE Utility, 1948 Phase II, 10hp, Minx type chassis, 2 or 4 seats, low mileage, exceptional condition; £735; guarantee.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.1. Speedwell 0011. [9519]

1946 Hillman 10hp saloon, first registered June 1946, 1946, one owner, very carefully used and maintained, low mileage, whole car in almost new condition; £560.—Iver Service Garage, High St., Iver, Bucks. Iver 161. [9199]

HILLMAN Minx de luxe saloon, black and brown, one owner, reasonable low mileage, fair up during the war just reconditioned and in good order throughout. Enquiries to Godfrey Houghson, Ltd., Citroen Distributors, Chester. Tel. 2705 Chester. [9717]

£345—Hillman 10 1939, an immaculate and well-kept car throughout, leather, sliding roof, excellent mechanical order; choice 3; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [9423]

HILLMAN 10

1947 Hillman Minx, 15,000 miles, immaculate; £275.—Peter Bantock Car Sales, 37-39, King Street, Twickenham. [9664]

1949 Phase III Minx saloon, black-grey, 3,000 miles, very good condition; Tel. 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [19521]

HILLMAN 14—
Hillman 14 saloon de luxe, 15,000 miles, £150 overhead, guaranteed: £340; payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780.1985

Hatchkiss Spares and Service

HOCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain & Northern Ireland. Spare parts and service for Hatchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642. 5 lines). [0513]

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLO distributors for London and Home Counties offer:—
NEW and used H.R.G. cars available for immediate delivery.

New unregistered 1500cc H.R.G. 2-seater, grey, at list price £1,475. [1524]

HR.G. Aerodynamic 1500 sports 2-seater, with 1946 modifications, 16,000 miles, unused since passed out of manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [1524]

LATE 1946 sports two-seater, 1 owner, 7,000 miles, £1, superb; sell or exchange Allard, etc.—Tel. Pri. 2647. [1135]

HR.G. 1½-litre 2-seater, new July, 1946, 7,000 miles, decarbonised, checked and passed by H.R.G. works, in genuinely new condition; £775 or near offer.—Hoare, West Lodge, Frimley Green, Aldershot. Tel. Deepcut 95. [1990]

H.R.G. Spares and Service

CHALES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [18369]

HUDSON

SM. offer:—

1939 Hudson 29hp special Century de luxe saloon, colour red leather upholstery, in beautiful condition throughout; most pleasing lines.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [19723]

DICKS CAR SALES offer:—

1939 Hudson 17hp drop head coupe, very fine order, definitely unmarked; £450.

DICKS' CAR SALES, Ltd., 359-401, High Rd., Kilburn. Maida Vale 6888-9. [1056]

GUY SALMON AUTOMOBILES offer:—

1937 Hudson 8. Tickford drop head foursome, this car has covered a total mileage of 10,000, and is definitely in new condition throughout; the original grey cellulose and red leather upholstery is unmarked, a truly perfect car at the reasonable price of £595.—Portsmouth Road, Thames Ditton. Emberbrook 4343. [1996]

1939 Hudson Country Club saloon, 21.6hp, steering column gear change, excellent condition throughout, will sell or exchange post-war van.—Tel. Mus. 6398. Gla. 1105 evenings. [1123]

1939 Hudson Country Club saloon, brown hide interior, black cellulose body, radio, heater, tyres nearly new, car practically unmarked, splendid car condition; £425.—Simpsons Motors (American car specialists), Wembley 3903. [1962]

Hudson Cars Wanted

CASe immediately for good Hudson.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1998]

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributor for Hudson reconditioned engines, spares and service, 83-101, Heath Rd., Twickenham. Tel. Popegoove 1035-6-7. Telegrams: Spikins, Twickenham 10568.

HUMBER

CAR MART, Ltd. offer:—

1948 Humber Hawk saloon, radio, 4,000 miles; £1,135.

1948 Humber Snipe 18 saloon, 6,000 miles; £1,150.

1948 Humber Pullman limousine, 19,000 miles; £1,575.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8999]

DICKS CAR SALES offer:—

1939 Humber Super Snipe sports saloon, razor-edge finish, unmarked; £495.

DICKS' CAR SALES, Ltd., 359-401, High Rd., Kilburn. Maida Vale 6888-9. [1048]

TOM GARNER, Ltd., offer:—

1946 Humber Super Snipe saloon, black with brown leather, 22,000 miles.

1949 Humber Pullman Mark II limousine, black with leather front, cloth rear, 7,000 miles.

1949 Humber Super Snipe Mark II saloon, steel grey with grey leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 3265-6. [9443]

WARWICK WRIGHT, Ltd., offer:—

1949 Mark II Humber Super Snipe 27hp saloon, gunmetal grey, grey leather, 11,000 miles; £1,495.

1949 Mark II Humber Pullman 27hp limousine, black, cloth and leather upholstery, 500 miles; £1,950.

1949 Humber Super Snipe 27hp Mark II, steel grey, grey leather, 7,000 miles; £1,550.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, radio, 19,000 miles; £995.

1948 Humber Super Snipe 27hp saloon, black, fawn cloth, 7,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9871]

WEMBLEY COURT MOTORS offer:—

1939 Humber Super Snipe saloon, black, just completely resculptured, in superb condition throughout, an outstanding bargain; £450.—High Rd., Wembley. Arnold 5221-2. [19074]

GUY SALMON AUTOMOBILES, Ltd. offer:—

1949 April (B.M.T.A. permission, subject to remainder of covenant) Humber Pullman limousine, 8,000 miles, immaculate; £1,795.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [18548]

NUMBER

1946 Humber 27hp 7-passenger, with division;

NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501. [18309]

CAMPBELL SYMONDS, Wembley 6262, offer the following three Humber Super Snipes:

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,750 or near offer.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 (September) 6-seater, leather front cloth rear, with division, laid-up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout; bargain; £795. [14489]

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon black, 7,000 miles, radio.—Below.

1947 (September) 6-seater, leather front cloth rear, with division, laid-up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout; bargain; £795. [14489]

GORDON CARS (LONDON), Ltd.—1947 Super Snipe saloon, black, 19,000 miles, radio.—Gordon House 373, Euston Rd., N.W.1. Euston 6611. [19522]

1939 Humber Snipe, one owner, 32,000 miles, perfect condition; £450 or near offer.—Brownrigg, Figate 89. [19535]

1948 (July) Humber Hawk, black, immaculate order, bargain; £975; also 1947 Hawk, similar; £875. [19485]

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [19689]

1946 Humber Snipe, immaculate condition; £450.

BEDFORD (BEDFORD), Ltd.—1947 Super Snipe saloon, black, 19,000 miles, radio.—Gordon House 373, Euston Rd., N.W.1. Euston 6611. [19522]

1939 Humber Snipe, one owner, 32,000 miles, perfect condition; £450 or near offer.—Brownrigg, Figate 89. [19535]

1948 (July) Humber Hawk, black, immaculate order, bargain; £975; also 1947 Hawk, similar; £875. [19485]

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [19689]

1946 Humber Snipe de luxe saloon, 1935 model, immaculate; £450.

1948 Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. [19444]

1947 Humber Pullman limousine, 18,000 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [19544]

1948 Humber pullman 7-passenger limousine, perfect condition; £525.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.1. Speedwell 0071-2. [19524]

1949 (March) 27hp Humber Pullman limousine, 1936, black, first-class condition inside and out. G. Tipping & Sons, Star Hill Garage, Hook Heath, Woking, Surrey. [1129]

HUMBER Super Snipe saloon, registered 1949, £10 tax, black with brown hide, any trial or examination, new condition; accept; £650.—Grimes, Hadleigh, Marlpit Lane, Colnbrook, Surrey. [19637]

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1949 (March) 2

JAGUAR

1949 Jaguar 3½-litre saloon, mileage 3,287, black and chromium, in perfect condition; £1,375.—H. Solomon & Sons, Camberley. Tel. 34. [0652]

1945 Jaguar 3½-litre 100 2-seater sports, Radio mobile, black and red, in perfect condition; £925.—H. Solomon & Sons, Camberley. Tel. 34. [0650]

GATEHOUSE offer 1948 (Nov.) Jaguar 1½-litre saloon, special equipment model, immaculate condition, 9,000 miles, fitted radio and Ace discs; £1,195.—**GATEHOUSE MOTORS**, Ltd., Highgate Village, London N.6. Mountview 4444. [0600]

£1050—1948 model Jaguar 1½-litre saloon, special equipment, grey, 14,000 miles, superb condition.—Robbins East Putney. Tel. 4581. [0606]

9300 miles.—1948 (Aug.) Jaguar 3½-litre d.h.p. coupe, grey, radio, discs, mascot; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos) 95. [0632]

5000 miles (Feb.). Jaguar 1½-litre special equipment saloon, black, brown leather; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos) 95. [0627]

CASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, golden brown, engine just reconditioned, exceptional, written guarantee.—S. Warren St., W. Euston 4110. [0507]

1946 (Sept.) Jaguar 1½-litre saloon, black with brown leather; first-class condition throughout; £750.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham 2255. [0574]

1948 (Nov.) Jaguar 3½-litre saloon, black/brown leather, 7,000 miles only. Ace wheel discs, taxed, perfect condition and as new; offers.—Brooks Garage, Marstock, Som. [0644]

1947 2½ Jaguar saloon, black/brown, one owner, works maintained. H.M.V. radio, low miles, tax exempt, excellent throughout; £975.—Imperial Motor Mart, Cheltenham 2055. [0676]

R. S. MEAD offers: 1947 1½-litre Jaguar special equipment saloon, one owner, Ace discs, small mileage, tax year; £925.—Mead, 42, Queen St., Maldenhead. Tel. Maidenhead 2642. [0635]

£435—Jaguar 1½-litre 14hp sportsman's saloon, 1939, good clean example, silver grey, grey hide upholstery, Ace discs, 5 new tyres and very sound mechanical order.—below.

£795—April, 1946, Jaguar 3½-litre sportsman's saloon, immaculate condition, negligible mileage, radio, air conditioning and other special equipment, one private owner.—below.

CAMERON'S—Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Eighteen other Jaguars of all hp in stock; write for 18-page post-free stock list. Easy and confidential hire purchase facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Tel. 7675.

Cambridge 1948 2½-litre four-door drop head 9950 miles, brick red, grey leather. Philco radio, Ace discs, twin wind-up horns, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0531]

LATE 1938 Jaguar 3½-litre de luxe saloon, black with blue leather upholstery, untested war years, £1,000 overhauled by Jaguar. Dashboard radio, 4-spoke steering wheel, in perfect condition throughout; £495 or nearest offer.—M. Wedge, Keystone, Huntingdon. Tel. Bythorn 1035.

1939 Jaguar 3½-litre saloon, finished black, recently reconditioned, taxed and in excellent order throughout, car of very smart appearance; first offer over £475.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0660]

1938 3½-litre Jaguar drop head, in superb and immaculate condition, engine recently completed, overhauled, fitted radio, twin spotlights, genuine wipers, £445 or nearest offer; £445, terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick, Tel. 0555, 2619. [0288]

1935 2½-litre Jaguar saloon, late 1937, in superb condition, having been rebuilt by Jaguars costing over £355, new tyres all round, cellulosed dark green, new latest Lucas spot lamp, full tax to December 31st.—Derrington's, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [0903]

1939 Jaguar 1½-litre saloon, comprehensive overhaul, rebore, crankshaft ground, new pistons, bearings, clutch plate, carburetor, set of gears, kingpins, bushes, drivers' shoes, carpet, grey gunmetal, red hide upholstery, and trim by appointment; £525 or nearest offer.—Warman, 6, Penn Rd., Beaconsfield, Bucks. [0371]

1949 (Jan.) Jaguar 1½-litre saloon, S.E. model, £1,200.—1948 (Nov.) Jaguar 1½-litre saloon, S.E. model in fawn, fitted H.M.V. radio and discs, 5,000 miles, £1,075.—1948 (Oct.) Jaguar 1½-litre saloon S.E. model in sued green, 9,000 miles, £1,050; 1947 (June) Jaguar 1½-litre saloon in black, fitted Ace discs and H.M.V. radio, 10,000 miles, £825.—Gibson Specialist Cars (Chichester), Ltd., Lyndhurst Rd., Chichester, Sussex. Tel. 912. [0858]

Jaguar Cars Wanted

THIS CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0664]

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943]

COOMBS & SONS (GUILDFORD), Ltd., Urgently wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0619]

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [0440]

Jaguar Cars Wanted

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

ETHE House, 385, Euston Rd., N.W.1. (Euston 4444)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents.

10028 JAGUAR cars wanted.

SHAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Main Dealer, urgently require modern Jaguar cars.

TEL. Pal. Grn. 1205, 7173. [0930]

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [0890]

CASH immediately for good Jaguar.—H. F. Edwards 154, St. Titchfield St., W.1. Langham 0012. [0969]

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham. N.15.

URGEANTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 1036-7-8. [0108]

JAGUAR Spares and Services

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheadle Hill Rd. Deansgate 6216/7.

QUICK completion of repairs.

10563

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.

321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0404]

WEMBLEY COURT MOTORS SERVICE STATION.—

Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [04105]

JEEPS.

24-HOUR service. Britain's leading Jeep specialists:

full range of spares in stock, rebuilds Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export division.

MOTORCAR GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214]

1945 Jeep, under 1,000 miles, one only, in original khaki, condition as brand new.

£425. **W**ICK AUTOS, the 100% Jeep Firm, Hampton Wick, Kingston-on-Thames 4718. [0856]

1945 Jeeps, all types, perfect Jeep trailers, spares.

Dorset Close, N.W.1. Fadd. 8345. [Established over 100 years.] [0201]

JEEPS reconditioned throughout, 20-25 mpg, guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belsize Lane, London, N.W.3. Hampstead 8232. [0527]

JEEPS.—Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers, tremendous quantities of new and used spares, literally everything in stock.—Tel. Winchester 4834. [0489]

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd., Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new goods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033]

1945 gns.—Jeep (Willys), reg. 1947, ex-Government, hood and spare wheel, very good condition.

taxed: 5 Jeeps in stock; genuine Jeep trailer available:

terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0532]

1939 Jaguar 1½-litre saloon, comprehensive over-haul, rebore, crankshaft ground, new pistons, bearings, clutch plate, carburetor, set of gears, kingpins, bushes, drivers' shoes, carpet, grey gunmetal, red hide upholstery, and trim by appointment; £525 or nearest offer.—Warman, 6, Penn Rd., Beaconsfield, Bucks. [0371]

Jaguar Cars Wanted

COMPTON, Ltd., 19, New Bond St., W.1. Tel. Mayfair 8351. [1142]

GUY SALMON AUTOMOBILES offer:—

1949 Model Kaiser 4-door Sedan, black, with fawn cloth upholstery, fitted heater, radio, spot-lamps, mileage 622 only since new.—4, Brick St., Park Lane, London, W.1. Tel. Gros. 4772-3. [0901]

JOWETT

HM BENTLEY & PARTNERS.

JAVELIN main agents.

2543 miles only, 1949 Javelin saloon.

7338 miles only, 1948 (Oct.) Javelin saloon.

These cars have been passed by our Service Department and are guaranteed by us for 6 months.

Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0984]

280 miles only, 1949 Jowett 10hp Jason saloon 4-door de luxe, excellent condition, any trial.—G.P. (Baltimore) Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [0137]

JAVELIN 1½-litre saloon, 1949, B.M.T.A. permission to sell, low mileage, covenant to be signed, as new.—Gordon Cars (London), Ltd., 140, Golders Green Rd., London, N.W.1. Speedwell 0011. [0922]

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 1565. [0302]

£225—1939 Jowett 8 saloon, this car is in very good sound condition and is without doubt the best 8 saloon on the road today. It has a very good performance with approximately 40mpg; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [0108]

Jowett Cars Wanted

HM BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, W.40, Piccadilly, W.1. Sloane 3094. [0725]

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]

WE require Jowets, Javelins and Bradfords.—Russells 5683. [0734]

RAYMOND WAY, the hire-purchase specialists, are available.—Canterbury Rd., Kilburn, N.W.6. Maidstone 5044 (10 lines). [0130]

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 3646. [0415]

MILESTONES (SERVICE GARAGE), Ltd. main agents for Jowett, Bradford vans and trucks.

LARGEST stock spares in Southern England. Immediate despatch trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. [0571]

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's, Jowett Agency, Harrow 1906.

CROYDON—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7988). [0247]

KINGSTON-ON-THAMES main agents for Jowett and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0616]

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, and main agents; over 22 years' Jowett experience; spares and service.

10759 **K**AI SER FRAZER, Ltd., offer:—

PHILIP RICKARDS, Ltd., offer:—

1949 Model Kaiser 4-door Sedan, black, with fawn cloth upholstery, fitted heater, radio, spot-lamps, mileage 622 only since new.—4, Brick St., Park Lane, London, W.1. Tel. Gros. 4772-3. [0901]

LAGONDA

BRROOKLANDS OF BOND STREET, Ltd.

LONDON distributors for

AGONDA.

OFFER:—

1940 6-cyl 4½-litre saloon, genuine mileage, 17,000 miles only, one owner, passed by makers.

1940 6-cyl 1½-cyl short chassis 4-seater, drop head coupe, tachometer reading 23,000 miles only; passed by makers.

1938 6-cyl 4½-litre 4-5-seater saloon, independent front suspension model; speedometer reading 29,000 miles only, one owner; passed by makers.

BRROOKLANDS OF BOND STREET, Ltd.

103, New Bond St., W.1. Tel. Mayfair 8351. [1142]

GUY SALMON AUTOMOBILES offer:—

1939 (July) Lagonda 12-cyl. drop head coupe, recently overhauled, immaculate; £1,200.—

Portsmouth Rd., Thames Ditton. Emberbrook 3435. [0901]

1934 Lagonda 3-litre pillarless sports saloon, £175, winds, manual gear box, bargain.

RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1094]

1930 Lagonda 3-litre saloon, black and cream, good order; £125.—H. Solomon & Sons, Camberley, Tel. 34.

DAVIES MOTORS, Ltd. (managing Director, J. E. Davies, 20 years service to Lagondas), offer a first-class selection of used Lagondas.—273, London Rd., Staines Tel. 3457-8. Or (private) Walton 1582. [0287]

LAGONDA

1929 Lagonda 2-litre sports saloon, mechanically sound, tax'd and insured; £135.—
Cooper, 5 Wallace Rd., Beth.

495 gns.—Lagonda 1936 4½-litre sports tourer, cream green leather, wheel discs, tonneau cover, car in excellent condition; terms, exchange.—Rowland Smith, 1930.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless saloon black, sliding head, fawn leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [1935]

1940 V.12 Lagonda limousine, just recently come from abroad, first registered in this country 1950, under £10 tax, body and wings need slight attention, for quick sale.—Edgar Thompson's Motors (American Car Specialists), Wembley 5301. [1916]

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a Pembroke Villas, W.11. [1066]

R OWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1936]

2-LITRE Lagonda wanted, bodywork condition immaterial.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [1928]

B ROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock and are always interested to have details of any Lagonda cars for disposal.—Mayfair 8551-6.

Lagonda Spares and Services

L AGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and 12 cylinder service engines in stock.

L AGONDA, Ltd., Service Department Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [1950]

D AVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—27 London Rd., Staines. Tel. 3437-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [10217]

LAMMAS GRAHAM

A CLAND & Tabor, Ltd., offer:—

1938 Lammas Graham drop-head coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham cars, works maintained throughout, 5-50 mph in top gear with exceptional economy; £655.

APPY North Rd. Garage, Welwyn. Tel. Welwyn 481. [19694]

LANCSTER

S TRATSTONE, Ltd., the Lancaster specialists.

1947 Lancaster 10hp saloon, black with red leather upholstery, 6,000 miles, as new; £895.

1939 Lancaster 14hp de luxe saloon, black with green leather, carefully maintained throughout; £625.

S TRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminal 7664).

CHARLES RICKARDS, Ltd., the house of standing and repose.

1937 Lancaster 14hp saloon, black, low mileage, engine just overhauled, exceptional condition; £350.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [1941]

1948 Lancaster 10 saloon, 3,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. Temple 3588. [1945]

1938 Lancaster 11hp 4-door saloon de luxe, black, blue leather, new tyres, excellent condition; £385.—Vanderbilt, 215, Haverstock Hill, N.W.3. Prime rose 4441. [19540]

1938 Lancaster 14 Roadrider saloon, 53,000 miles, genuine, absolutely immaculate, must be seen; £385.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [19665]

245 gns.—Lancaster Roadrider 1937 14hp de luxe 4-door saloon, blue and black, sliding head, blue leather, preselecto; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19334]

Lancaster Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Lancaster cars.—150, Park Lane, W.1 (Grosvenor 3434).

CASH immediately for good Lancaster.—H. F. Edwards, 28, Upper High St., Epsom 9400. [19995]

R OWLAND SMITH'S, the Lancaster buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1947]

Lancaster Spares and Services

C ROYDON—Donald Vince & Co., Ltd., Daimler and Lancaster; specialists for sales and service, Kidderminster Rd., Croydon 5775.

G EAR box specialists, we will solve your preselecto and fluid flywheel difficulties.—L. A. Hills (Hendon), Ltd., Finchley Lane, N.W.4. Hendon 145-6. [19558]

SPECIALISED Lancaster gear box service, all types, quick deliveries, guaranteed work.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [19146]

LANCIA

LANCIA Aprilia 1939, fine condition throughout; £700, or offer.—Box 2378. [1120]

J OHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia and Augusta cars in stock. Only first-class examples are offered.—173, Westbourne Grove, W.11. Bays. 4274. [19527]

1938 Lancia Aprilia de luxe saloon, colour silver grey with red leather upholstery, new engine and gearbox, full type tele; terms, exchanges; list; in excellent condition throughout, speedo reading 43,000, price £575.—H. A. Saunders, Ltd., 326-330, Euston Rd., Euston 4511. [19978]

LANCIA

LANCIA Aprilia saloon, beige, October, 1937, excellent coachwork, perfect mechanicals, telecontrol, manual, radio, side lights, H.D. Spokes, oil, Fram, twin Lucas spotlights, special carburation, honest, tight motor car with the usual effortless Aprilia performance, demonstration 70 miles radius London; £475, or exchange considered.—98a, High St., Whittington, Middlesex. Popes Grove 4390 (or 1274 after 6 p.m.). [19641]

1939 Lancia Aprilia saloon, immaculately finished in black cellulose with red line, interior upholstered in red leather; Lucas head, side and spot lamp adaptation; engine, steering, independent suspension and rear axle all completely overhauled by specialists with past four months regardless of cost; instruction of enthusiastic owner, Hardy Spicer conversion fitted to rear axle, front disc brakes, absorbers, front mud-flap shutters, dash thermometer, twin-tone horn, Eko radio and many other extras; advertiser will willingly demonstrate this car at 80 m.p.h.; price £675, or exchange considered.—Apply Lt.-Col. Roy F. Andrews, Lansdowne Garage, Ltd., East St. (Opp. L.M.S. station). Leicestershire. Tel. 5839. [19642]

Lancia Cars Wanted

B ARTLETT always buys 12-cylinder Lagondas.—27a Pembroke Villas, W.11. [1066]

R OWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1936]

2-LITRE Lancia wanted, bodywork condition immaterial.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [1928]

B ROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock and are always interested to have details of any Lancia cars for disposal.—Mayfair 8551-6.

Lancia Spares and Services

K EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Bayswater, Sq., W.1. Gros. 2563. [19508]

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2374/5. [19077]

Lancia Spares and Services

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton (Pervale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

Lea-Francis

1939 La Salle Club coupe, fitted radio, 100% mechanically, perfect appearance, £625; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Tel. 0558. 2619. [19287]

Lea-Francis

PHILIP RICKARDS, Ltd., offer:—

1949 Lea-Francis two-seater, maroon, 7,000 miles. B.M.T.A. consent.—4, Brick St., Park Lane, London, W.1. Gros. 4772-5. [19802]

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties.

1949 Lea-Francis 14hp Mk. V streamlined saloon, black, beige leather, H.M.V. radio, heater, 1 owner, 11,000 miles. B.M.T.A. permission to sell.

1949 Lea-Francis Utility, 10,000 miles, 1 owner, heater, carefully maintained, a very smart and useful vehicle; £550.

18 Berkley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [19804]

1948 Lea-Francis 2-seater sports, metallic grey, red leather, list £1,272; £50. [19805]

GEOGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. Euston 4466. [19795]

GORDON CARS (LONDON), Ltd.—1948 Lea-Francis 14hp utility, 15,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6900. [19583]

1948 Lea-Francis 14hp saloon, black with brown leather, genuine mileage 5,400, one owner, whole car absolutely as new; offers over £1,200. [19374]

Lea-Francis Cars Wanted

C HARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 16, Berkeley St., W.1. May. 6266.

Official Lea-Francis London Service Station, Works and Stores—Wellesley Ave., W.6. Riv. 1413. [19893]

Lea-Francis Spares and Service

E A-FRANCIS CAR, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works Much Park St., Coventry. Tel. 6024-5-6. [19592]

C HARLES FOLLETT, Ltd., sole distributor for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [19370]

Lloyd

395 gns.—Lloyd Sept. 1948, 650 sports Roadster, silver grey, leather upholstery, later type aluminium cylinder block, independent suspension, column gear change, one careful owner, 9,500 miles, exceptional condition, cost £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19935]

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

TYPE 290 23hp cabriolet B, right hand steering, blue with pink leather upholstery, excellent condition; offers—Victoria 8715. [19561]

295 gns.—Mercedes-Benz 1934 26/80 short chassis, leather upholstery, rear luggage trunk, good tyres, car fully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19936]

MERCDES-BENZ Spares and Services

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, III, Grosvenor Rd., S.W.1. Victoria 6715-6. Night Service: Victoria 3144. [19105]

M.G.

1939 M.G. 2-litre black, fitted radio, excellent condition throughout; £485. [19937]

J OHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [19694]

WOODBAIN CARS

offer:—

M.G.

£205—M.G. 8hp P type Airline streamlined coupe, immaculate bodywork, Andre tele-control shockers, demister, Scintilla Vertex magneto, 4 excellent tyres, a little beauty and undoubtedly one of the prettiest sports coupes on the road today.

£205—M.G. 8hp P type open sports 4-seater, positively immaculate, 1935, good hood and screens.

£125—M.G. 12hp fourseats sportsman's coupe, polychromatic silver grey, rewired, recently resprayed, 4 really g.o.d. tyres, Newton shockers, etc.

£120—M.G. 850cc double twelve 2-seater, outside equipment, fast.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 5945. [19608]

W ARWICK WRIGHT, Ltd., offer:—

1948 M.G. 1½-litre saloon, dove green, beige leather, 7,000 miles; £995.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7971. [19872]

CHARLES RICKARDS, Ltd., the house of standing and repose.

1939 M.G. type T.A. 10hp Tickford coupe, finished in black, complete engine overhaul, very attractive car; £425.

56 Baywater Rd., Tel. Paddington 1620. [19434]

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 9747. [19753]

BARTLETT, of Kingston, M.G. specialists, sales, spares and repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [19848]

1939 M.G. 1½-litre saloon, silver grey, condition 100%; nearest 2475.—150, High St., Chesham, Bucks. [19639]

1946 M.G. Midget T.C. 2-seater, 18,000 miles, black, red leather; £485.—Grove Motors, North Rd., Southall 3477. [19742]

8000 miles.—1948 (April) M.G. T.C. 2-seater, red; (trade enquiries only please).—Ernest Sutton, Cleevill Hill (Glos) 95. [19829]

1937 M.G. d/h coupe, 2-litre, recent new engine; £420.—Smith & Hunter, 376, Kensington High St. W.14. Western 2312. [19710]

1939 M.G. T.A. 10hp drop head coupe, red and chrome, beautiful appearance and a perfect runner; £375; terms, part exchange.

M AGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [19565]

1937 T.A. M.G., immaculate condition, cream and green, all new tyres; £325.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [19611]

M.G. (1940) 1½-litre black sports saloon, complete engine overhaul, one owner, immaculate, taxed; exchange.—Lockwood, Walton-on-Thames 2824. [19824]

W ALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition; £245. [19606]

1946 (October) M.G. T.C. 14,000 miles, black and brown, excellent condition, taxed £510.—Sewell, 42, Wingrove Avenue, Fenham, Newcastle-on-Tyne. [19643]

475 gns.—M.G. Midget (Nov. 1946) 1hp T.C. 2-seater, green, green leather, good tyres, excellent condition, taxed; £350.—L.F. Dove, Ltd., Addiscombe 3066. [19827]

395 gns.—M.G. 2-litre 4-door sports saloon, black, aluminium wheels, sliding side head, red leather, used, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19957]

1946 (Nov.) M.G. type T.C. black/red leather, low mileage, in 1950 condition throughout.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [19836]

1947 M.G. T.C. excellent condition, choice of two, £355.—Elite Motors & Foggs, Amalgamated 951-961, Garraway Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). [19965]

115 gns.—1932/3 M.G. 8hp 2-seater sports, reconditioned, black, good appearance, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [19817]

185 gns.—1935 M.G. 2½-4 door sports saloon, really excellent condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [19818]

1949 (Nov.) M.G. 1½-litre saloon, black, guaranteed 6,000 miles only, as new; £950.—Gibsons Sports Car, (Our Church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [19839]

1949 maroon and beige, inbuilt hydraulic jacks, telescopic steering, sunshine roof, 4,000 miles, as new; £995.—Rev. Sheerin, Birkenhead 1074. [19679]

1946 M.G. T.C., one enthusiastic owner, perfect steering, etc., completely overhauled, full petrol; £500.—Richardson, Peas Mill, Cotgrave, Nottingham. [19366]

M.G. T.B. type 1939, magnificent car, 100% mechanically perfect, only wants viewing, taxed for the year; £395.—Cottenham Park Garage, Ltd., 112, Coombe Lane, Wimbledon, S.W.20. Wim. 3076. [19939]

NAYLOR & ROOT, Ltd.—1947 M.G. T.C. sports 2-seater, black, fawn upholstery, radio, many extras; superb condition throughout; any trial; £545. Three months' guarantee. Choice of 250 quality cars; terms available.—25, East Hill, Clapham Junction, S.16. Batt. 3272. Open 9-6 each week-day including Saturday.

IMMACULATE 1947 M.G. T.C. 2-seater, black and chromium, silver wheels and red leather tonneau cover, chromium luggage grid, very full equipment, of course, in excellent condition throughout; £545. [19560]

Thoroughly recommended and offered with written guarantee at £550; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [19983]

M.G.

1947 M.G. T.C. model 2-seater tourer, one owner, most carefully used; many extras, including luggage grid, perspex sidescreens, twin horns, new hood, perfect condition; £325.—Cooper, Hartwell, Reading Rd., Fleet, Hants. (Fleet 308.) [1937]

£345 —M.G. 1939 type T. 2-seater sports, a really superbly kept car, in excellent condition throughout, choice of 250 others.—Bennett, 1 Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [1942]

TANKARD & SMITH, Ltd., offer 1939 M.G. type T.B. two-seater finished in polochromatic grey with red leather and wheels, very good-looking car in faultless mechanical condition; any trial; £350; three months' written guarantee; also 200 guaranteed used cars of all makes. Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre Tickford foursome coupe in black with red leather, very good appearance; excellent mechanical condition; any trial; £295; three months' written guarantee; also 200 guaranteed used cars of all makes. Below.

TANKARD & SMITH, Ltd., offer unique M.G. bargain! 1939 (Aug.), 1½-litre Tickford foursome coupe; one careful private owner since new; genuine 27,000 miles only; finished in Dove grey with maroon door and leather seats; can demonstrate faults; new other beautiful radio, built-in jacks, discs, and many other extras; full tool kit, excellent tyres, six months' petrol; £550; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; exceptionally clean car in first-class mechanical condition; very good tyres; any trial; £295; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 M.G. 1½-litre saloon in black with red leather upholstery, runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre saloon in black with beige leather and black mats; runs and looks like new; good radio, spot lamp, built-in jacks and many other extras; obviously owned by very careful motorist who valued his car; £500; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

M.G. Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966]

R
ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948]

SLOCOMBE'S OF NEASDEN.

SLOCOMBE'S—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643]

PRE-WAR 2-seater M.G. required, body must be in good condition.—Tel. Lar. 6216. [3896]

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [9996]

POST-WAR M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4438. [0845]

J. 1 or 2 M.G. wanted any condition, if reasonable price.—C. Arnold, 6, Homestead Way, Northampton. Tel. 5001. [9219]

MAIFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want J's Ps and Ts for cash. Phone or write for buyer to call. [7447]

JOHN S. TRUSCOTT, Ltd., urgently require 1938 and 1939 1½-litre M.G. saloons and drop-head coupes; also post-war 1½-litre saloons.—173, Westbourne Grove, W.11. Bays. 4274. [9534]

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661]

M.G. Spares and Service

THE sole London distributor for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Herford St., London, W.1. Tel. Grosvenor 4141. [0500]

FOR M.G. mudguards, running boards, 1933-46, Brooks, 85, Queens Rd., Brighton. [0385]

MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0660. M.G. spares and service. [0486]

M.G. spares, vertical drives, rockers, valves, springs, road and steering gear, front and rear, mudguards, 2½-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers. V.W. Derrington, Ltd., 159, London Rd., Kingston 5621-2. [5151]

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls on all models, reconditioned engines in stock for type F, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker arms, vertical guides, springs, valves and gaskets; with full range of M.G. spares always available; we specialise in racing spares.

WRITE or phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3888. [0349]

MORGAN

CONWAY MOTORS.—£239; 1937 Morgan 4/4 2-seater, nice condition, very smart sports car.—301, Goldhawk Rd., W.12. [0672]

MORGAN 1946 coupe, blue, specialist maintained a perfect motor car, in brand new condition; extras include tale controls, fram, oilcik, etc., offers.—Box 2305.

325 gns.—Morgan 4/4 1939 (reg. 1940) 10hp sports 2-seater, red, black leather, 2 spare wheels, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9937]

Morgan Cars Wanted

R
ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949]

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

MORGAN Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Rov. Ltd., 161, Old Portland St., W.1. Langham 7735. [0514]

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialist, 1A, South Edaling Rd., Edaling, W.5. Eal. 0570. [0728]

MORRIS EIGHT

CAR MART, Ltd.

1948 Morris 8 4-door saloon, 700 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1901]

JACQUIER, Ltd., offer:—

1939 late Morris 8 4-seater tourer, original condition; £285.-225-7. Hammersmith Rd., W.6. Riverside 6677-8. [0980]

PALMERS MOTORS, Ltd., offer:—

1946 Morris 8 saloon; £425.

1939 Morris 8 saloon; £325.

1938 Morris 8 4-seater tourer; £235; exchanges and terms.—53, York St., Twickenham, Pokesdown 1890, 7087. [1045]

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 8 saloon de luxe, 2,600 miles only; £545.

1948 Morris Minor saloon, 6,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [0965]

EMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £375.—High Rd., Wembley. Arnold 5221-2. [0603]

EMBLEY COURT MOTORS offer:—

1939 Morris 8 saloon, black, in very exceptional condition throughout, open to any trial and inspection; £350.—High Rd., Wembley. Arnold 5221-2. [0705]

A. LLAN TAYLOR MOTORS, Ltd., offer:—

1937 Morris 8 saloon, black, in excellent condition; £275.

HIGH ST., Wandsworth, S.W.18. Tel. Vandkye 6431. [0911]

139 gns.—1936 Morris 8 2-seater, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [0818]

1938 Morris 8, exceptional condition; £295.—Simpsons Motors (American car specialists), Wembley 3903. [0619]

1947 Morris 8 saloon, black; £465.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [0963]

1946 Morris 8 saloon, one owner, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3835 and 3954. [0817]

1948 Morris 8 4-dr. sal. black-brown, 3,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [0946]

1938 Morris 8hp 4-door saloon, excellent condition; £275.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [0963]

CONWAY MOTORS.—£409; 1946 Morris 8 saloon, low mileage, carefully kept, nice condition throughout, choice of 2.—301, Goldhawk Rd., W.12. [0673]

GORDON CARS (LONDON) Ltd..—1948 Morris 8 saloon, black-brown leather, 6,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [0584]

1949 late type Morris 8 saloon, as new, brand new, mileage negligible; offers wanted.—Jack Rose, Ltd., Stamford Rd., Wallington, Surrey. Walling 6677-8. [0720]

1939 Morris 8hp 4-door saloon de luxe, black, brown leather upholstery, very clean and mechanically sound car.—Walton-on-Thames Motor Co., Ltd., Walton 200. [0907]

1947 Morris 8hp 4-door saloon, excellent condition; £275.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [0673]

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0704]

1938 Morris 10 saloon, black, completely reconditioned throughout, cellulosed, in really superb condition; £325.—High Rd., Wembley. Arnold 5221-2. [0601]

1947 10hp saloon de luxe, black, brown leather.

AMILTON MOTORS (LONDON) Ltd., 466-490, Edwars Rd., W.L. Paddington 0022. [07979]

MAYFAIR GARAGES, Ltd.—1946 4-door de luxe saloon, black, 1 owner, 14,000 miles as new; £525.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0704]

1938 Morris 10 saloon, excellent, guaranteed; £275.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [0704]

MORRIS 10 1947 series (regd. Nov. 1946), 22,000 miles, spotless condition, serviced weekly, engineering director's car; £515.—Tel. Wall. 6201. [0966]

MORRIS 10 saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.1. Speedwell 0011. [0915]

£55 deposit or £225/10-1937-8 Morris 10 4-door saloon, 4-speed gear box, easy clean wheels, in exceptionally nice condition throughout and thoroughly recommended.—C. & S. Motors, Ltd., Dudden Hill Lane, Gladstone 6305-6. [0600]

£295—1938 Morris 10 de luxe saloon, bodywork and interior immaculate, interior face lifted, the dashboard only since new, maintaining this outstanding machine meticulously, compare with others; comprehensive 3 months' guarantee, hire purchase, exchanges.

L AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1062]

Morris Ten Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0966]

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0967]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0963]

MORRIS TWELVE

245 gns.—Morris 12 1937 series II de luxe 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges.—Rowland Smith, Hampstead 6041. [0939]

195 gns.—Morris 12 Oct., 1935, series II de luxe 4-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [0939]

Autocar

MORRIS TWELVE

GLANFIELD LAWRENCE offer:—

1939 Morris 12 saloon, black, excellent condition throughout; £425.—407, High Rd., N.12. Finchley 0091.**Morris Twelve Cars Wanted**

R OWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6490. 1078 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

MORRIS FOURTEEN

265 gns.—Morris 14 1937 series II 4-door saloon, black, red upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [1940]

MORRIS SIXTEEN

W EMBLEY COURT MOTORS offer:—

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain; £225.—High Rd., Wembley. Arnold 5221-2. [6002]**1937** Morris 16 special sportsman fixed head coupé with brown leather upholstery, terms almost new, engine exceptionally good; three months' written guarantee; £285.—T. Narkard & Son, Ltd., 37, Peckham Rd. S.E.15. Rodney 2051. [8201]**MORRIS TWENTY**

CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Morris 20hp saloon, original paintwork, a really sound car, in excellent mechanical condition; £150.—Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820.**MORRIS OXFORD**

TOM GARNER, Ltd., offer:—

1949 series Morris Oxford saloon, green with beige leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [1945]

H. A. SAUNDERS, Ltd., offer:—**1948** Morris Oxford 13.4 saloon, radio, heater; H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillsdale 0024.**500** miles.—1949 Morris Oxford saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [1946]**MORRIS MISCELLANEOUS****£570**—1948 Morris 8 2-door de luxe saloon, 5,000 miles, absolutely as new, one owner.—Below.**£695**—1948 Morris 10 saloon, green with brown interior, indistinguishable from new, chauffeur maintained.—Robbins, East Putney. Tel. 4581.

11004

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [1039]

J ARVIS & SONS, Ltd., offer: 1948 Morris 10 de luxe, low mileage, £695; also 1947 (November), £625; also 1946 (November) Morris 8 4-door, good tyres, £495.—Morris House, Morden Rd., S.W.19. Liberty 4858 17651.

M ORRIS cars, 8hp and 10hp, 1947 and 1948 models. M in nice condition, always available; ask us to send you full particulars.—Maude of Norwich, Ltd. (Morris Distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541.

Morris Miscellaneous Cars Wanted**R**
S
R OWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1079]

SELL your Morris to us, good cars urgently wanted. S all models.—Offord, 67, George St., W.1. Wel. 6899.

J ACKOLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242.

S PIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morris cars, all models.—Popegovery 1035.

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [1932]

Morris Spares and Services

F OR Morris mudguards, running boards, 1930-46.—Brooks, 85, Queens Rd., Brighton. [1034]

F OR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. Tel. Ilford 9061. [1047]

B ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service, 209, Balham High Rd., S.W.17. [1052]

J ACKOLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Morris owners.—Mayfair 5242.

NASH

N ASH Ambassador 8 convertible roadster, Nov., 1938. 3116 c.c. ohv, twin ignition, twin plums, etc., automatic double action gearshift, and free wheel giving 16-20mpg. 70mph in second gear with a very high top speed; £350 or near offer.—Benry, Desalv, Surbiton Court, Surbiton, Surrey. 1963

OLDSMOBILE**1938** Oldsmobile saloon, immaculate, guaranteed; £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [1053]

D ISTRIBUTORS (RAWLENCE), Ltd., Sales Service & Spares, Blindley Heath Garage, Nr. Lingfield Surrey. Tel. Lingfield 530-1. [1013]

1948 Oldsmobile right-hand drive saloon, 11,000 miles; £2,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [19743]**Opel Cars Wanted**

B RAY MOTORS purchase Opel and other makes.—180, West End Lane, N.W.8. Ham. 6490. [11574]

R OWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10980]

P RIDGE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 3664. [16099]

Opel Spares and Services

P RIDGE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.3. [10723]

M AYNER MOTORS, Ltd., distributors: Opel spare parts and reconditioned engine service. Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 180. [1477]

PACKARD**CAR MART, Ltd.****1939** Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [19003]

J OE THOMPSON (MOTORS), Ltd., offers:—

1947 Packard 8 Clipper de luxe, right hand drive. [10673]**1939** sedanca de ville 32.5 hp Super 8 de luxe, very low mileage, special English body, an outstanding car. [10674]**1939** Packard Super 8 de luxe limousine, privately owned. [10675]

J OE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4858. [13771]

1939 Packard limousine, 42,000 miles, practically as new. [10676]**1938** Packard 5-passenger saloon, exceptional condition. [10677]**1936** Packard limousine privately owned, exceptional condition. [10678]

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [15814]

£895—1938 Packard Super 8 limousine, super condition, £10 tax; unrepeatable. [15815]

B RAY MOTORS, 180-184, West End Lane, N.W.8. Ham. 6490. [10981]

1934 Super 8 limousine 8 seats, immaculate condition inside and out.—Saracen's Garage, Ashford, Kent. 63. [10982]**1939** Packard 8 foursome drop head coupe, laid up 4 years, perfect, privately owned.—Apply Leigh-on-Sea 78208. [10983]**LATE** 1937 Packard 8 limousine, small mileage, immaculate. [10984]—Mears Motors, The White Swan, Bottenham. Tel. 259. [10985]**1938** Packard convertible foursome, excellent order. £495.—Dixen's Garage, 134, Hill, Putney. S.W.15. Putney 0396. [10986]**A PRIL** 1940. Packard Super 8 35hp Club 5-seater A coupe, steering column change, colour dark blue, fitted heater, this car is immaculate throughout, small mileage; £50.— [10987]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [10988]

1937 Packard 8 saloon, in excellent condition; £100.—Albermarle Motors, Ltd., Great West Rd., Brentford. Middlesex. Ealing 3400. [10989]**1938** Packard convertible foursome, excellent order. £495.—Dixen's Garage, 134, Hill, Putney. S.W.15. Putney 0396. [10980]**1940** Packard Super 8 35hp Club 5-seater A coupe, steering column change, colour dark blue, fitted heater, this car is immaculate throughout, small mileage; £50.— [10981]

C ENTRAL GARAGE, Croydon, offer 1938 Packard 120 drop head coupe, black, fawn hide upholstery, fitted 1100 head lamps, demisters, radio; £585.—Central Garage, Tel. Croydon 7464. [10982]

57 V.12 1938 Packard saloon, with division, late property of famous nobleman, only run 14,000 miles.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [10983]**39.5** gns.—Packard 8 1937 model 35hp 2/4-4-seater convertible coupe, gunmetal grey leather, radio, heater, univ. tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [10984]

W ELMHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [10126]

8 Renault saloon, 1938 model, very smart, in black and cream, exceptionally well maintained. [10985]

W ADDO MOTORS, Ltd., 150, West End Lane, N.W.1. Hampstead 1177. [10986]

29.5 gns.—Renault 8 1939 saloon, black, fawn leather; good tyres, carefully used, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [10987]

R enault Cars Wanted

R OWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10988]

W ELMHAM'S RENAULT SALES SERVICE purchase all W models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [10127]

R ILEY

NEWNHAMS, Ltd.

1949 2½-litre Riley saloon, black, radio. [10989]**235** —7-9, Hammersmith Rd., London, W.6. River. 4646. [10990]

B ROWN'S for Riley's.

1947 (November) Riley 1½-litre sports saloon, immaculate condition. £295.—Brown's Garage, Loughton (Essex) 4119. (Tube). [10991]

T OM GARNER, Ltd., offer:—

1947 (Dec.) Riley 1½-litre saloon, black with brown leather, 6,000 miles only. [10992]**1948** Riley 2½-litre saloon, green with brown leather; 3,000 miles only. [10993]

T OM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 8265-6. [10994]

G LANFIELD LAWRENCE offers

1938 Riley saloon, black, just been resprayed. [10995]**1947** (November) Riley 1½-litre sports saloon, immaculate condition. £295.—Brown's Garage, Loughton (Essex) 4119. (Tube). [10996]

P HILIP RICKARDS, Ltd., offer:—

1949 Riley 2½-litre Utility, mileage 700.-4. Brick St., Park Lane, London, W.1. Gro. 4772-3. [10997]

W ARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, fawn cloth. [10998]

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [10999]

C HIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 9747. [10999]

RILEY Imp. sports two-seater, superb; £310; terms, exchange.—Tel. Pri. 2647. [11134]

S USSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

B EARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

G ORDON CARS (LONDON), Ltd.—1948-9 Riley 2½-litre saloon, green, 5,000 miles only, as new. [10999]

G ORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre saloon, green, immaculate condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [10998]

RILEY

1936 Riley 15 Adelphi, good condition; £265—Corlett & Taylor, 22, Conduit Mews, W.1. [19614] Amb. 6049.

1937 model Riley 9 saloon, £325, or 30 monthly instalments of £13/2/2.—Cooden Eng. Co., Bexhill. [19414]

PERFORMANCE CARS, 21, Daleham Mews, Belize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee: 1½-litre saloon, £750; 1937 1½-litre Kestrel Sprit 6-light, £325; 1935 Ascot 9 drop head, £130; 1935 Gamecock, £180; 1931 Riley 9 4-seater, £110; exchanges, terms, all spares stocked. [19888]

RILEY 2½-litre saloon, registered Dec. 1946, black and red leather, fitted radio, a good sound fast car; accept £875. Instalments.

C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. [19690]

1946 (Nov.) 1½-litre Riley saloon, black and green, moderate mileage; £795.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [19805]

1935 Riley 12/4 Falcon saloon, £100 overhall, guaranteed; £200; payments—Oldfield, 4, Russell Gardens Mews, Kensington, London. [19884]

1938 Riley 6-light saloon, 2½-litre one owner, good condition, exceptional value; £595.—Jennens Bros. Motors Ltd., Sutton Coldfield. [19725]

1936 Riley 1½-litre Falcon, one owner, in perfect original condition, exchange Sprite or M.P.H. 2-str.-2. Wick Rd., Brislington, Bristol. [19849]

1937 Riley Adelphi 14hp black saloon, just overhauled, in splendid condition.—R. Henry Ltd., 65-85, Great Portland St., W.1. Langham 3055 and 3954. [1016]

1946 1½-litre Riley in perfect condition, reasonable mileage, equipped with automatic upper cylinder lubricator, radio and good tyres; best offer.—Box 2309. [19460]

£525 —Riley 16hp 4-cyl. Kestrel Black Streak, 1938 model saloon, silver grey, excellent condition.—Holmes, Almro, High Ridge, New Milton, Hampshire, New Milton 563. [19386]

250 miles only.—1949 Riley 2½-litre saloon, black, brown leather, heater, etc., as brand new.—Seymour & Clements, 33, Watford Way, Hendon Central, N.W.4. Hendon 2146. [19811]

1947 Riley 1½-litre saloon, black/grey, very carefully maintained, 3 months guarantee, taxed year; £235.—Trinity Cars Ltd., 94, North St., Walthamstow Common, S.W.10. Battersea 1166. [19504]

225 saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

1945 some drop head coupe, black, green leather, new hood, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

Rowland Smith's Riley, 15/6, 1936 model, 4-door Falcon 265 saloon, black, sliding head, blue leather, pre-selector, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19944]

250 guineas.—1936 1½-litre Kestrel Sprite drop head 4-seater, bodywork by Maltby's, black, brown leather, heater, motor car with exceptionally good road holding, excellent condition throughout.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [1137]

1936 Riley 1½-litre Falcon 4-door saloon, black, green leather upholstery, sliding head, pre-selects, automatic chassis lubrication; in excellent condition.—27th April, 220, Highgate Square Garage, Gt. Gt. Hill, Brixton. Tel. 36461. [19850]

FOR sale, 2½-litre Riley saloon, black, with brown hide upholstery, fitted with radio and heater, first registered July 1947; laid up for long time through illness; carefully used, works maintained, genuine 18,400 miles; offers invited.—Write Box 2334. [19843]

RILEY 1948 2½-litre saloon de luxe, black with fawn cloth, one owner, special front seats, radio, mileage 10,000, mechanical condition, cellulose, etc., excellent; £1,250, or next offer.—Enquiries to Godfrey H. D. Ltd., Citroen Distributors, Chester. Tel. 2706 Chester. [19720]

1948 Series Riley 1½-litre saloon (original registration Dec. 1947, chassis No. 13978), 8,000 miles only, one private owner, finished black, brown leather upholstery, unused, spare absolutely as new throughout; trade enquiries welcomed.—Motourists (London) Ltd., Great North Rd., E. Finchley, N.2. Tel. 2301-2. [19708]

1948 (May) Riley 1½-litre saloon in maroon, fitted H.M.V. radio, genuine 11,000 miles, only, as new, £1,250; 1947 (Nov.) Riley 1½-litre saloon, black, 9,000 miles, £945; 1947 (Jan.) Riley 1½-litre saloon, black, 13,000 miles, £900; 1947 (April) Riley 2½-litre saloon, black, 10,000 miles, as new, £1,000.—Gibson Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [18857]

SCAROE model.—1938 (February) Riley 1½-litre Kestrel saloon with manual gear box, free wheel and over-drive, luxuriously equipped, front and rear bumpers, fog lamps, large dial speedometer and rev. counter, etc., finished black and chromium grey leather interior, exceptionally good tyres, an exceptionally good and spotless car with delightful personality, offered with written guarantees at attractive price; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [19982]

Riley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [19969]

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [19893]

PERFORMANCE CARS, 21, Daleham Mews, N.W.3. Hampstead 8707. Any type, year, condition. [19140]

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [19995]

Riley Cars Wanted

WANTED privately, Riley 12-4 Lynx.—1, Empire Avenue, Edmonton, N.18. Tottenham 3877. [19636]

POST-WAR Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 1047. [19647]

RILEY Kestrel wanted, preferably in need of repair.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [19220]

LAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [17735]

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, 10, Stafford Rd., Wallington, Surrey. Wallington 6677-8. [19702]

Riley Spares and Service

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147]

PERFORMANCE CARS, 21, Daleham Mews, N.W.3 (Ham. 8707).—Service, spares, repairs, tuning.

HARTLEY'S for Riley's, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [02464]

WARD & CO. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Feltham Rd., Putney, S.W.15. Tel. 5731-2. [19892]

EX NEATE, Shambelhurs Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [18560]

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passer Motors, Ltd., 176, Kilway Ave., Totol, 7. Tel. 43067. [10254]

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258]

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carpers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [01902]

JACKOLDING & CO., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Riley owners.—Mayfair 5242. [19871]

ROLLS-ROYCE

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ROSEN, Ltd.

LONDON'S leading retailers of Rolls-Royce and Bentley cars can offer the following from their carefully selected stock:

ROLLS-ROYCE Silver Wraith razor-edge sports saloon by Freestone and Webb; ref. H.3311.

ROLLS-ROYCE 20/25 saloon with division by Cockshot; ref. H.1528.

ROLLS-ROYCE 20/25 sports saloon by Mann Egerton; ref. H.2347.

ROLLS-ROYCE 20/25 4-door saloon by Hooper; ref. H.3646.

All the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:

H. OWEN, Ltd.

PROUD members of the Swain Group.

17, Berkeley Sq., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swan Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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ROLLS-ROYCE Silver Wraith Sedanca de Ville by H. J. Mulliner; ref. H.3120.

ROLLS-ROYCE Phantom II drop-head coupe by All-weather Motor Bodies; ref. H.1530.

ROLLS-ROYCE 25/30 limousine by Thrupp and Maberly; ref. H.1005.

ROLLS-ROYCE 25/30 drop-head coupe by Park Ward; ref. H.5131.

ROLLS-ROYCE 20/25 saloon by Park Ward; ref. H.2347.

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OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (4 lines).

PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9677. [19997]

J. H. BARTLETT offers:—

ROLLS-ROYCE (reg. 1937) 25hp Freestone & Webb sports saloon, speedometer, 18,000 miles only; £1,700.

ROLLS-ROYCE 1934 25hp Park Ward saloon; £950.

ROLLS-ROYCE 1932-3 25hp saloon, exceptional condition; £675. 27a, Pembroke Villas, W.11. [19187]

ROLLS-ROYCE 1929 20hp 4-door saloon, recirculated, taxed, overhauled; £650.—Duchesne, Wimborne, Dorset. Tel. 108. [1125]

£225—(Oct.) 20hp Rolls-Royce Hooper limousine, face-forward seats, disc—Tittmuss, 61, Clapham Rd., S.W.3. Reliance 1647. [19405]

RILEY Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [19969]

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [19893]

PERFORMANCE CARS, 21, Daleham Mews, N.W.3. Hampstead 8707. Any type, year, condition. [19140]

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [19995]

Autocar**ROLLS-ROYCE**

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CAR MART, Ltd.

1938 Rolls-Royce 25-30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.

1936 Rolls-Royce 25-30hp 7-passenger limousine by Windover, 40,000 miles; £1,525.

1934 Rolls-Royce 20-25hp sedan limousine by H. J. Mulliner, radio; £825.

1937 Rolls-Royce 25-30hp sedan limousine by Gurney Nutting, 15,000 miles; £1,575.

1937 Rolls-Royce 25-30hp saloon by H. J. Mulliner, 41,000 miles; £1,975.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [19006]

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RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1940 Wraith limousine by Rippin, face forward occasional chairs, 19,000 miles only.

1937 Phantom III Special limousine by Rippin, swivelling occasional chairs, 18,000 miles only.

1935 25.5hp 7-seater limousine by Rippin, face forward occasional chairs, small mileage.

1937 30hp touring limousine by Rippin, drop division, immaculate condition, 25,000 miles only.

YOU can buy with confidence from

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0905]

J. MARSHALL offers:

1934 del. Rolls-Royce 20/25 enclosed drive limousine, face forward, by Park Ward, engine, kingpins and brakes overhauled; unrepeatable at £750.

1928 Rolls-Royce 20.22 owner-driver 4-light saloon by Connaught, £200 Rolls-Royce overhauled; £350.

20/25 Rolls-Royce enclosed drive limousine, face forward by Thrupp and Maberly, original and immaculate; £595.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [17660]

R. C. MORTLAKE offers:—

1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face-forward seats one private owner, superlative order; £255. Kensal Rd. W.10. Ladbrooke 3155. [12847]

JACKOLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

SILVER Wraith owner-driver saloon by Park Ward. 30/32 rolls, maroon, leather, first registered 1948.

PHANTOM III saloon with division by H. J. Mulliner with face-sideaway seats, black with grey leather upholstery, first registered 1937.

PHANTOM III owner-driver razor-edged sports saloon with division by H. J. Mulliner, finished black with blue leather, front and rear, miles 38,000; all modifications carried out; first registered Oct. 1937.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [18099]

AROLD RADFORD & CO., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1933 (May) 20/25 Rolls-Royce chassis No. QDX27, fitted with owner saloon body by H. J. Mulliner, black and maroon upholstery, excellent mechanical condition, 32,000 miles.

AROLD RADFORD & CO., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [18283]

GEORGE NEWMAN & CO., offer:—

1934 Rolls-Royce Phantom II short chassis, four-some drop head coupe, riding control, radio, excellent condition; £850.

NY trial and examination at:—

369, Euston Rd., London, N.W.1. Tel. Euston 4466. [0979]

MASCOT MOTORS, Ltd., offer the following:—

1936 25hp Windover limousine one owner.

1935 40-50hp T. & M. Continental sports saloon.

1934 25hp T. & M. sports saloon.

1933 25hp Park Ward drop head foursome coupe.

1930 25hp Barker sports saloon and Hooper limousine in leather.

1929 20hp Windover drop head foursome coupe.

1926 We are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS Ltd., 237, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1251-2. [18727]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following Rolls-Royces:—

1937 20hp 25hp 30hp 35hp 40hp 45hp 50hp 55hp 60hp 65hp 70hp 75hp 80hp 85hp 90hp 95hp 100hp 105hp 110hp 115hp 120hp 125hp 130hp 135hp 140hp 145hp 150hp 155hp 160hp 165hp 170hp 175hp 180hp 185hp 190hp 195hp 200hp 205hp 210hp 215hp 220hp 225hp 230hp 235hp 240hp 245hp 250hp 255hp 260hp 265hp 270hp 275hp 280hp 285hp 290hp 295hp 300hp 305hp 310hp 315hp 320hp 325hp 330hp 335hp 340hp 345hp 350hp 355hp 360hp 365hp 370hp 375hp 380hp 385hp 390hp 395hp 400hp 405hp 410hp 415hp 420hp 425hp 430hp 435hp 440hp 445hp 450hp 455hp 460hp 465hp 470hp 475hp 480hp 485hp 490hp 495hp 500hp 505hp 510hp 515hp 520hp 525hp 530hp 535hp 540hp 545hp 550hp 555hp 560hp 565hp 570hp 575hp 580hp 585hp 590hp 595hp 600hp 605hp 610hp 615hp 620hp 625hp 630hp 635hp 640hp 645hp 650hp 655hp 660hp 665hp 670hp 675hp 680hp 685hp 690hp 695hp 700hp 705hp 710hp 715hp 720hp 725hp 730hp 735hp 740hp 745hp 750hp 755hp 760hp 765hp 770hp 775hp 780hp 785hp 790hp 795hp 800hp 805hp 810hp 815hp 820hp 825hp 830hp 835hp 840hp 845hp 850hp 855hp 860hp 865hp 870hp 875hp 880hp 885hp 890hp 895hp 900hp 905hp 910hp 915hp 920hp 925hp 930hp 935hp 940hp 945hp 950hp 955hp 960hp 965hp 970hp 975hp 980hp 985hp 990hp 995hp 1000hp 1005hp 1010hp 1015hp 1020hp 1025hp 1030hp 1035hp 1040hp 1045hp 1050hp 1055hp 1060hp 1065hp 1070hp 1075hp 1080hp 1085hp 1090hp 1095hp 1100hp 1105hp 1110hp 1115hp 1120hp 1125hp 1130hp 1135hp 1140hp 1145hp 1150hp 1155hp 1160hp 1165hp 1170hp 1175hp 1180hp 1185hp 1190hp 1195hp 1200hp 1205hp 1210hp 1215hp 1220hp 1225hp 1230hp 1235hp 1240hp 1245hp 1250hp 1255hp 1260hp 1265hp 1270hp 1275hp 1280hp 1285hp 1290hp 1295hp 1300hp 1305hp 1310hp 1315hp 1320hp 1325hp 1330hp 1335hp 1340hp 1345hp 1350hp 1355hp 1360hp 1365hp 1370hp 1375hp 1380hp 1385hp 1390hp 1395hp 1400hp 1405hp 1410hp 1415hp 1420hp 1425hp 1430hp 1435hp 1440hp 1445hp 1450hp 1455hp 1460hp 1465hp 1470hp 1475hp 1480hp 1485hp 1490hp 1495hp 1500hp 1505hp 1510hp 1515hp 1520hp 1525hp 1530hp 1535hp 1540hp 1545hp 1550hp 1555hp 1560hp 1565hp 1570hp 1575hp 1580hp 1585hp 1590hp 1595hp 1600hp 1605hp 1610hp 1615hp 1620hp 1625hp 1630hp 1635hp 1640hp 1645hp 1650hp 1655hp 1660hp 1665hp 1670hp 1675hp 1680hp 1685hp 1690hp 1695hp 1700hp 1705hp 1710hp 1715hp 1720hp 1725hp 1730hp 1735hp 1740hp 17

ROLLS-ROYCE

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to
12-13, Tel. Mayfair 4444.

CHARLES FOLLIET, Ltd., Accredited Rolls-Royce and Bentley Repairs and Repairs offer:-
Silver Wraith, Sedanca de Ville, by H. J. Mulliner, black and grey, 1 owner, mileage 14,950, car in superb condition, chauffeur maintained and passed by Rolls-Royce; £4,500.

18 Berkeley St., W.I. May 6266.

SERVICE, Works and Stores 12, Wellesley Ave., W.6. Riv. 1413.

1939 Replica owner driver saloon on 1933 chassis, extremely modern appearance, exceptionally good condition, £275.

1937 taxed £10; 8750cc. II chassis only, 25,000 miles only. £240.

PHANTOM I 40-50 Hooper limousine, face forward seats, very clean inside and out, smart and imposing car, ideal for undertake or private hire; £240.

All above guaranteed 12 months.

A COMPTON, 69 Westow St., Crystal Palace, S.E.19. Liv. 3362.

ROLLS-ROYCE 20hp tourer 1927, Barker body, 64,000 miles, good condition; £250 or offers.—Auto Repairs, Foundry Lane, Newcastle-on-Tyne. [1104]

WRAITH 1939 Hooper partitioned 30hp super de luxe Limousine, electric partition, widest occasional, six wheels, disc, mileage negligible, delightful condition, black. £600.

SPORTALOON, magnificent Phantom III owner-driver, partition capacious boot, most desirable Hooper coachwork produced, unquestionable condition, inexpensive; seen—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941.

1934 Rolls-Royce 25hp Park Ward saloon, partitioned and upholstered perfect, miles 36,000. —R. Hardy & Son, 55, Marylebone High St., W.I. Tel. Welbeck 1101-3. [1976]

1939 Rolls-Royce Wraith 7-passenger limousine by Park Ward, 16,000 miles only, condition as new throughout; available immediately.—Grose, Ltd., Northampton. Tel. 2111. [1981]

1937 (late) 30hp Rolls 7-passenger sedanette by Mulliner, genuine 38,000 miles, perfect throughout; £1,575.—John Gray, 20, Hermitage Lane, N.W.2. [1922]

ROLLS-ROYCE Phantom III full 7-seater Hooper limousine, £10 tax, complete overhaul, superb condition; £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1962]

LIMOUSINES, 1933-1939, 20/25hp and 25/30hp. 12 roomy 7-seaters, small mileages, from 10,000gns.; exchanges, hire purchase.—Lawton-Goodman, 36 North Audley St., W.I. Mayfair 3360. [19217]

ROLLS-ROYCE Silver Wraith Limousine by Park Ward, 40,000 miles, last owner, covenant, cost £6,400; offers—Evans & O'Malley, 62, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1709, 1353. [19227]

A RCHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face forward seats; £850.—94, Portland Street, W.I. Tel. 1343. [19476]

1939 Wraith sports saloon with division, 2 tip up seats, first registered Feb. 1941, finished grey and black, Mulliner (Chiswick) body, mileage 61,000, superb condition.—Harrison, 35, North Rd., W.I. [1947]

1935 Rolls-Royce 25hp fitted with Thrupp & Maberly 4-door sports saloon the whole immaculate condition throughout; £1,400; exchanges.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [1902]

1937 25/30hp (first regd. 26/1/38) Barker 4-light landauette by Hooper. 2 owners since new, good original condition; £450 or near offer.—K.M. Motors, Ltd., 101, Brighton Rd., Coulson, Surrey. [19875]

1937 30hp touring limousine by Mulliners, Chiswick, privately owned, immaculate condition, black, division and face sideways seats, 50,000 miles, measured 40,000.—Flat 1, Harrisons Court, 25 King St., Rd., Brighton. [1904]

1937 Rolls-Royce Phantom III with Mulliner sports saloon with division and extra seat, car of outstanding appearance and condition, winner of numerous concours. —For further particulars apply Grose, Ltd., Northampton. Tel. 2111. [19818]

1938 R.-R. Repro sports saloon, superb £800 body by Jack Barclay, P.I. chassis, stored 10 years, unbroken chain for quick delivery wanted.—Weston Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [19633]

HEASES 1950 Silver Wraith 5-door Bearer also 3-door Deck; exclusive designs also Phantom III and 25/30hp 6-bearer also Decks—1950 streamlined Coachwork, lavishly equipped, inexpensive—details—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [19782]

PHANTOM II sedanca de ville, May 1931 chassis 16 GX, price £675; also latest series Phantom II owner-driver saloon March, 1935, chassis 43 TA, price £775; both these cars are in immaculate condition and elegant appearance; will consider exchange Rolls-Bentley or 2½-litre Riley. [1904]

C. A. ARNONE Bristol Repetition, Ltd., Greville Rd., Bristol. [17055]

ROLLS-ROYCE 25hp 1949 Landaulet limousine, face forward occasions, swept tail, discs, pass light, twin wind-tunnels horns, wireless, defroster, winding division, leather front, cloth rear, mileage 36,000 privately owned, an outstanding example of a superbly immaculate carriage; £1,075.—Cridglee, Greenacre, Hindon 1611. [1112]

ROLLS-ROYCE 1935 25/30hp driver 25 sports saloon, 23,000 miles, registered 1949, taxed £10; owner will accept smaller car in part exchange.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [1081]

ROLLS-ROYCE

A & S offer Britain's finest selection Rolls-Royce Limousines—1933/25hp Hooper, partition, forward occasions, leather, private, black, immaculate, ready service.

£895 Limousine 1934/25hp Barker, Windover, partition, 7-forward, black, selected carriages opportunity.

LIMOUSINE 1934/25hp (ride control) Hooper, partition, bench occasions, black, irreproachable condition, £1190.

LIMOUSINE 1936/25hp Barker, partition, wide occasions, superb, black, swept-tail, inexpensive, private.

LIMOUSINES 1936/30hp Barker, Hooper, partition, 7-forward, exceptional, private carriages, from £1395.

LIMOUSINE 1937/1938 Windover, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages £1395.

RWATH 1939 Hooper partitioned 30hp super de luxe Limousine, electric partition, widest occasions, black, six wheels, discs, mileage negligible, delightful condition, lavishly equipped.

PHANTOM Limousine 1934/1935 Hooper, Barker, Windover, black, bench occasions, immaculate carriages £1395.

PHANTOM III Partitioned 1937 Barker swept back Limousine, widest forward occasions, genuine 27,000, unquestionable condition. Seen:—

A LPE & SAUNDERS always purchase Rolls-Royce. 23

A selected Limousines displayed. Descriptions posted. Seen—Providence Court, Grosvenor Square. 2941-Mayfair. [19781]

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swan & Co. of Companies, London Office, H. R. Owen, Ltd., 17, Berkley St., W.I. Tel. Mayfair 2933. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [10516]

CAR MART, Ltd., wish to purchase Rolls-Royce cars—320, Euston Rd., N.W.1. Euston 1210. [1970]

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 369, St. Albans Rd., Watford. [19759]

A & S require modern Phantom II also Phantom III Limousines and Saloons.

Interested purchasers 1935/37 39 partitionless 25/30hp Saloons with boot also 7-passenger Limousine 1932/1939. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. [19793]

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St., N.1. Tel. 1094. [19984]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [19757]

RIPON BROS. Ltd., the Northern Rolls-Royce specialists, special retailers and repairers are available to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [10115]

THE BASINGSTOKE MOTOR CO. Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 20-25 models, cars with open coachwork particularly wanted. By-pass Rd., Basingstoke. [19731]

J. JACK OLDING, 8-10, North Audley St., W.1. Tel. 1115. Special Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [10815]

CHARLES FOLLIET, Ltd.—Officially appointed dealers and repairers buy good late cars—18, Berkeley St., W.I. May, 6268. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [19364]

Rolls-Royce Spares and Services

JACK BARCLAY, Ltd..

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [10625]

W. M. COOPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [10623]

CHARLES FOLLIET, Ltd.—Officially appointed dealers and repairers.

SHOWROOMS: 18, Berkeley St., W.I. May 6266.

SPARE Parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [10818]

JACK OLDING, of Mayfair, have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Rolls-Royce and Bentley owners.—Mayfair 5242. [10866]

ROVER 10

COOMBS & SON (GUILDFORD), Ltd., offer:—

1936 Rover 10hp 4-door saloon, black with red leather, 24,000 miles genuine, mechanically perfect, excellent condition throughout; £365.—Portsmouth Rd., Guildford. Tel. 62907. [17238]

GORDON CARS (LONDON), Ltd.—1946 Rover 10 G saloon, black-brown leather, nominal mileage—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

150 guineas.—1935 Rover 10hp 4-door saloon, in very good condition, black, brown leather, etc. 100% guarantee.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill [1139]

ROVER 10

1939 Rover 10 saloon, excellent condition.—Hawke Motor Co. W.A., Ltd., Waltham Cross 2275/6/7.

1945 5m.—Rover 10 1936 4-door saloon, grey, blue leather, good tyres; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [19946]

1946 Rover 10 sunshine saloon, coachwork and interior excellent, mechanical condition perfect, carefully driven by one owner only.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [18902]

ROVER 12

J. DAVY offers:—
DECEMBER (1946) Rover 12, black with brown leather upholstery, one owner, carefully maintained, in superb condition; £1,050.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1041]

MCKINNON MOTORS, Ltd., offer:—

1948 (Feb.) Rover 12 sports Continental 4-seater, green, leather to match, disappearing hood, perspex screens, one owner, mileage 5,000; £1,075.

ANOTHER, same description, excepting mileage 17,000; £1,075.

MCKINNON, 6, Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [19962]

1939 Rover 12 de luxe saloon, guaranteed; £470; payments.—Oldfield, 4, Russell Gardens Kensington, Park 7780. [19945]

1939 Rover 12 de luxe saloon, guaranteed; £470; payments.—Oldfield, 4, Russell Gardens Kensington, Park 7780. [19945]

£1175—Rover 1946 (October) 12hp 4-light saloon, grey with blue interior, genuine 12,000 miles, interior heater, almost as new throughout.—Robbins, East Putney. Tel. 4581. [1106]

895 gns.—Rover 12 1947 (regd. February, 1948) Conspicuous sports saloon, grey, leather lining head, unwnrn. grey, very careful, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19945]

ROVER 14

BROWNS for Rovers.

1939 Rover 14hp saloon de luxe, pressed steel wheels, immaculate condition throughout; £555; 3 months guarantee.—Brown Garage, Loughton (Essex) 4119 (Tube). [17351]

1947 Rover 14 sports saloon, black with brown leather, immaculate condition; offers:—Box 2361. [1997]

1939 Rover 14 saloon, in perfect condition; £495.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. [19846]

1936 Rover 14, black/brown leather, sound order: £235.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [18989]

1939 Rover 14 de luxe saloon, guaranteed; £475; payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [19981]

£350—1938 Rover 14 saloon, a very clean car throughout, any trial.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [19725]

1939 Rover 14 saloon, in very nice condition, reconditioned engine; £585.—Gordon Wooldridge, 48a, Drewsteed Rd., S.W.16. Streatham 6363. [19663]

£225—Rover 14 saloon, finished in maroon with red leather interior, sound car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [19910]

1938 Rover 14 sports saloon, black, blue interior, disc, good tyres, exceptional condition throughout; £445.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [18877]

ROVER 16

J. DAVY offers:—
1947 Rover 16, 12,000 miles black with beige upholstery; October, (1946) 16 sports saloon, black with brown leather upholstery, 18,000 miles. H.M.V. radio; £1,095.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1040]

1938 Rover 16hp sports saloon, black with green interior, exceptional condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [16695]

1938 Rover 16 de luxe saloon, guaranteed; £435; payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [19882]

1900 miles.—1947 Rover 16hp saloon, black, brown leather, H.M.V. radio; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos). [19631]

ROVER 16 saloon, July 1938, 31,500 miles, definitely perfect mechanically and otherwise, expert examination invited; £565.—Jones, 22, Radnor Mews, W.2. Pad. 2715. [19640]

ROVER 20

1938 Rover 20, black saloon, in splendid all round condition.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [10118]

1938 Rover 20 sportsman's saloon, one owner, guaranteed; £460 payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [19683]

ROVER 60 & 75

MANN EGERTON & Co., Ltd., offer:—

ROVER 75 saloon, July 1948, black with maroon leather; one owner; spare unused; faultless condition throughout.

14 Berkeley Street, W.1. Regent 2073. [19699]

1949 Rover 75 6-light saloon, mileage 6,000; £1,525; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [19503]

1948 Rover 75 6-light saloon, 11,000 miles, fitted throughout; £1,450.

E. H. ORGAN & SONS, Ltd., Banbury Rd., Oxford. Tel. 5437. [1029]

ROVER 75 4-light saloon (Dec., 1948), grey with wireless, heating; £1,400.—Box 2338. [1077]

ROVER 60 & 75

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Gordon House, 273, Euston Rd., N.W.1. Euston 6611. [1956]

1948 Rover 75 model saloon, black, green leather upholstery. 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156]

1948 (September) Rover 60 saloon, 5,400 miles, indistinguishable from new; £1,375; exchanges, terms.—Cambridge Motors, 36-40, Forst St., Edmonton, N.18. Tel. Tottenham 5580. [1969]

1949 Rover 75 6-light saloon, finished in black with maroon leather upholstery; mileage approx. 6,900; £1,575.—Jack Olding, Ltd., Audley House, North Audley St., W.I. Mayfair 5242. [1903]

1948 (Aug.) Rover 60 4-light sports saloon, 6,000 miles only, finished black, green leather upholstery; a genuine privately owned car in immaculate condition; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley, N.2. Tudor 2301-2. [19077]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

SEVONSHERE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). DEPOTS at:-

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. 10039

TICKFORD, Ltd., offer:-

1948 75 Rover 6-light sal., 11,000 miles, black, red leather, ex cond.

1948 grey leather, ex cond.

1947 (July) 16 Rover sports sal., 3,000 miles, black, fawn, int.

1948 (Jan.) 16 Rover 6-light sal. 4,000 miles, black, brown leather, ex cond.

1947 Rover 12 6-light sal., 5,000 miles, grey, ex cond.

8. Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [19425]

TOM GARNER, Ltd., offer:-

1947 (Dec.) Rover 12hp saloon, grey with blue leather, 10,000 miles.

1948 Rover 12hp saloon, black with red leather, H.M.V. radio, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [19447]

CAMDEN MOTORS.—Rover; see our full page advertisement in this issue.

CAMDEN MOTORS.—Rover; over 60 fully guaranteed used Rovers in our showrooms from which to make four choices.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2581 & 3115. [19756]

BARTERS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

JACK ROSE, Ltd., offer 1947 Rover 12, absolutely unmarked inside and out, one owner, very low mileage; £1,075. Below.

ROVER 10, first registered November, 1948, speedometer reading 3,900, unmarked; £1,080.—Jack Rose, Tel. Stamford Rd., Wellington, Surrey. Wallington 5677-7. [18878]

RIDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [10213]

ROVER, October 1946, meticulously maintained and in first-class mechanical condition, coachwork and upholstery excellent; any trial. Cheam, Surrey by appointment; £1,300.—Box 2140. [19643]

Rover Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [1971]

HENLYS, Ltd., ENGLAND'S Largest Rover Distributors.

DEVONSHERE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. 10030

COOOMBS & SONS (GUILDFORD), Ltd.

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JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [19816]

Rover Cars Wanted

Rover Cars Wanted

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10885]

WANTED post-war Rovers, all models.—Send details to:-

ARNOLD G. WILSON, Ltd., 232, Harrogate, Leeds, 7. Tel. 41014-5. [10021]

URGENtLY required, good pre-war Rover.—Hatfield, 154, Gr. Titchfield St., W.L. Langham 0012. [19944]

ALBONES of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [10464]

BLAKES, Rover agents, will purchase any non-Rover Rover car.—10, Bold St., Liverpool 1. Tel. Royal 6622. [17736]

JACK ROSE, Ltd., require low-mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [17673]

URGENtLY wanted, good condition Rover cars.—Brown's Garage, 5 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441]

DDAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deanegate, Manchester. Tel. Deanegate 5455. [10554]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—12, Euston Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [5843]

Rover Spares and Service

RP. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd. Forest Gate 12. Tel. Maryland 4818-9. [10403]

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and service. Tel. Collier 1681. [10268]

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—12, Euston Rd., Kilburn, N.W.8. Tel. Blackfriars 2302. [10555]

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station, 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Rover owners.—Mayfair 5242. [10874]

SINGER

CAR MART, Ltd.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [19005]

OVERSEAS CARS, Ltd.

1947-8 Singer 10 saloon, maroon, excellent condition throughout; £625.

OVERSEAS CARS, Ltd., 237, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [19915]

TOM GARNER, Ltd., offer:-

1948 Singer Super 10 saloon, black with brown upholstery, 2,000 miles only; £725.

1947 Singer Super 10 saloon, black with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [19448]

MEDES & MEDES, Ltd. (est. 1893) offer:-

1939 (May) Singer 10hp de luxe 4-door saloon, grey, blue leather upholstery, original coachwork, mechanically excellent, good tyres, unused seven years, two owners; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [19498]

CHALES RICKARDS, Ltd., the house of standing and repute.

1939 Singer 9 sports 4-seater tourer, red, exceptionally good condition; £345.—Baywater Rd., W.2. (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [19430]

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster, black, 15,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [19588]

JACK ROSE, Ltd., offer 1947 Singer 9 roadster, bargain; £130.—Smith & Hunter, 376, Kensington High St., W.14. Westers 2312. [19705]

1949 Singer 12 saloon, 6,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [19550]

1937 Singer 9 Bantam de luxe, one owner, under 38,000 miles, splendid condition; £220. [11113]

1949 Singer 9 Bantam de luxe, one owner, under 38,000 miles, superb condition; £220. [11113]

1949 Singer 9 Bantam de luxe, one owner, under 38,000 miles, superb condition; £220. [11113]

1949 Singer 10 de luxe saloon, black, brown leather, faultless condition; £5,400 miles; hire purchase if required on deposit an low as £205.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 & 3115. Write for 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges. Free delivery of any car anywhere in the United Kingdom. Near Watford, take only 50 miles, or by road just under 4 miles off main A5, Watford St. Fares refunded to purchasers from any part of the country. See our full page advert. in this issue. [19757]

£570—1947 (July) Singer Super 10 de luxe saloon, maroon, with leather upholstery, fitted radio, low mileage, superb condition.—Robbins, East Putney. Tel. 4581. [11011]

10 hp saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £575. Recommended by the Singer Distributors, 140, Golders Green Rd., N.W.1. Speedwell 0011. [19517]

NAYLOR & ROOT, Ltd.—1946 Singer 10 4-door de luxe saloon, maroon, red leather upholstery, radio and heater; very attractive and economical model; any trial; £495. Three months' guarantee. Choice of 250 quality cars; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [19562]

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62097. [6138]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [19816]

ROVER RETAILERS, require cars in first-class condition. Mayfair 5242. [19816]

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SPORTS CARS

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' warranty.—**E**NTHLEY 3-litre—Red Label tourer by Vanden Plas, £1925. £250; 1938 3½-litre S.S. Jaguar 100, 2-seater, 26,000 miles, £425; 1929 Alvis Silver Eagle tourer, £70; 1925 Wolseley 10 tourer, £35; 1933 Riley 9 Gamecock, £180; 1933 Riley 9 Ascot drop head, £130; 1933 Alvis Speed 20 Vanden Plas tourer, £325; immediate insurance, hire purchase, on all cars. [1968]

AUSTIN 7 Nippy sports, 1934, in excellent condition, £150; 1935, very economical, taxed, insured, £100; November, photo if required; £140.—48, Wellington Rd., Bilton, Staffs. [1948]

JAGUAR 1½-litre sportsman's saloon, late 1946, radio, one owner, absolutely immaculate; for quick sale, £760.—Railem 33, Sussex Gardens, London, W.2. Tel. Ambassador 5244. [1922]

JAGUAR 2½-litre open 4-seater 100, completely rebuilt by manufacturers 1948, £10, radio like new, £650.—Railem 33, Sussex Gardens, London, W.2. Tel. Ambassador 5244. [1921]

M-2 litre M.G. 4-door saloon, in black and silver, engine recently overhauled, very reliable and reasonable car for the enthusiast, 1937; £325.—Ron Garage & Service Co., Ltd., Gallows Corner, Romford, Essex. Ingraham 29.

S3-litre Lagonda tourer, 1930, probably best preserved of this classic type in existence; cruising 60-65 m.p.h. without effort, maximum over 80 m.p.h.; taxed; any reasonable trial; £220.—Fairman, Holly Lodge, Worth, Sussex. Tel. Pound Hill 3126. [1937]

£205—1935 Martini K.N. 4-seater sports saloon, close-coupled, body green leather, interior, very comfortable and astonishingly fast, excellent mechanical order; £175; S.S. 16hp sports close-coupled 4-seater, immaculately maintained; £105; M.G. 8hp 1932 2-seater, excellent order, new hood, extra luggage space, etc.

ALSO the following recent part exchanges:—

£80—1934 Wolseley Hornet saloon; £78; Morris Minor saloon, 8hp (registered 1933); Austin 7 chassis, complete less electrics, £28; immediate hire purchase and part exchanges.

ALLIANCE 10/40, the Alvia people, Upperton Mews, Craven Rd., Paddington 0385. [1072]

SPEDSTERS Ltd., Union 1936 super saloon, 6-cyl., 13hp, down draughts Solex, or radiator, independent suspension, reclining radiator, hydraulic brakes, Bosch electrics, striking ultramodern Glässer d.h.c., hand made body, cream and black, impeccable condition, resembles 327 B.M.W.; can be sold at £275 due to exchange purchases.

SPEDSTERS Ltd., A.C. Aston-Martin, Alfa-Romeo, Alfa-Talbot, Bentley, B.M.W., C.M.G., Minerva, Vauxhall.

SPEDSTERS Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 626. 28 mins. from Victoria. [1969]

CHETHLEAD MOTORS, Ltd., offer:—Alfa-Romeo 2.5 S.O. 1936, £1,000; Alfa-Romeo 17/60 S. 1936, £1,200; Aston-Martin Le Mans short-chassis; Bentley 4-litre V.D.P. four-spoke drop head, registered 1936; Bugatti type 37 Grand Prix type 40 2-seater, choice of two; type 45A 2.3 S.C. roadster; Hillman estate car, 12.12.47; M.G. T.C. May, 1947, specially tuned; Riley 1½, registered May, 1948, drop-head roadster; Talbot 110 road-racing record car; two Brooklands Rileys.

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [1974]

Sports Cars Wanted

CHESTERFIELD CAR MART, Ltd., wish to purchase Sports cars.—320, Euston Rd., N.W.1. Euston 1212. [1092]

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1097]

ROOMY saloon, d.h.c., speed 20, Railton, etc.; £200. R Box 225. [9368]

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [1880]

Sports Car: Spares and Service

AUTOMODIFIERS are enthusiastic repairers, tuners and modifiers.—Automotives, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753]

S.S.

S. S. 1 airmile 16hp, genuine example, impressive S performance; nearest £250.—Tel. Ealing 0262. [1114]

195 gns.—S.S. 1935 16hp Alpine sports saloon, black, black leather, speed 20, radio, heater, 2 spare wheels, very good condition, terms, exchanges, etc.; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1948]

£165—Special offer to sports enthusiasts, S.S. 16hp 4-seater Sportsman, 8½ ft. wheelbase, £165, in amazingly good condition for the year, finished in black with blue leather upholstery, and fitted four nearly new road tyres, special Lucas Bi-fex headlights, knock on wheels, rev counter, temperature gauges, etc., and in really excellent condition, mechanical order giving a very exhilarating ride, with powerful braking and exceptional road holding qualities; first deposit secure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Many other sports cars in stock; write for our post free 18-page list, free delivery of any car anywhere in the United Kingdom. See our full-page advert in this issue. [1976]

8. Cars Wanted

CASH immediately for good S.S.—H. F. Edwards, 28 Upper High St., Epsom 9400. [1000]

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1098]

STANDARD 8

WEMBLEY COURT MOTORS offer:—

1946 Standard 8 saloon, black, condition as new throughout, any trial; £425.—High Rd., Wembley, Arnold 5221-2. [19069]

STANDARD 8 saloon (Dec. 1946), black, one owner, low mileage, perfect order; £450; h.p. arranged.—Below.

STANDARD 8 tourer 1948, one owner, grey, 12,000 miles, as new; h.p. arranged.

SIDCUP ROAD GARAGE, 550, Sidcup Rd., Eltham, S.E. Tel. Eltham 3834. [1132]

STANDARD 8

1939 Standard 8, reconditioned throughout; £235. —Haskins Ladbrooke 1155. [19550]

1939 Standard 8 de luxe saloon, 1 owner, quiet part exchange; £265; specimen car, blue; £265; terms, part exchange. [19556]

MAGDALEN MOTORS, 511, Trinity Rd., S.W.18. [19557]

CASS'S MOTOR MART.—1946 October Standard 8 saloon, grey, excellent written guarantee—5 Warren St., W.1. Eua. 4110. [16663]

1946 Standard 8 tourer, perfect throughout; £355. —On hire purchase.—Robin Wood, 2, Ampthill Hill, S.E.19. Tel. Sydenham 6500. [19186]

1947 Standard 8 drop head, low mileage; £430.—Waite, Tinkers, Hole, Shootersbury, Tring. Tel. Berkhamsted 306. [19683]

STANDARD 8 drop saloon, absolutely as brand new, mileage 1,300 miles; accept £575.—Jack Rose Ltd., Stamford Rd., Wallington, Surrey. Wallington 6677-7. [17701]

1948 Standard 8 touring car, black with brown leather, 11,000 miles; £445.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [17461]

1949 gns.—Standard 8 (Dec. 1948) saloon, fawn, sliding head, one careful owner, 11,000 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard 8 (July, 1946) de luxe saloon, black, sliding head, fawn leather, small mileage, un worn tyres, exceptional condition, taxed terms, exchanges.—Rowland Smith below.

275 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Standard 8 1939 tourer, grey, blue, blue upholstery, un worn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19555]

1947 Standard 8 drop head coupe, grey, new condition throughout; £425.—Kentish & Thompson Ltd., 52-56, Wickham Rd., Shirley, Croydon. Springbank 3477-8. [19496]

1947 Standard 8 saloon, grey, blue upholstery, 8,000 miles, fully equipped; £490; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earl's Court Rd., London, S.W.5. Frobisher 0063. 0929. [17688]

1947 (Sept.) Standard 8hp tourer, in grey, with blue leather upholstery, paintwork unscratched, can compare with genuine total mileage of 9,000 since new, complete with tool box, envelope, tools, unused and roadster hood; £475.—H.L.M. Motors Ltd., 101a, Brighton Rd., Coulson, Surrey. Tel. Uplands 6851. [19551]

£295—Standard 9 saloon, 1939, black, excellent condition throughout, very smart.

M. B. MOTORS, 336, New Cross Rd., London, S.E.4. [19569]

1938 Standard 9 saloon, reconditioned engine, perfect, guaranteed; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1052]

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe W saloon, black, excellent condition; £285.—9. College Crescent, Swiss Cottage, N.W.5. Primrose 5914. [19581]

£185—Standard 9 saloon, registered 1935, finished 1936, green, bodywork and interior immaculate, 80,000 miles, fully equipped; £490; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earl's Court Rd., London, S.W.5. Frobisher 0063. 0929. [17688]

1947 Standard 9 saloon, registered 1935, finished 1936, original cellulose, fitted Rotoflo shock absorbers on rear springs and Hartford on front; extras included; Vokes rectified, fitted light, miles, 55,000; battery, guaranteed; good tyres, 35mpg, basic, taxed; 1940. Young, 3, Glamis Cresc. (off Bourne Ave.), Hayes, Middlesex. [19506]

STANDARD 10

1938 Standard Super 10 de luxe saloon, black, brown hide very clean; £299.—RAY MOTOR, 180-184, West End Lane, N.W.6. [19090]

STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon, black-red; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., H. North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [19568]

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, i.t.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. [19563]

GATEHOUSE offer 1948 Standard 12 saloon, fitted radio, one owner, perfect condition; £775.—GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [18839]

1947 Standard 12 black saloon, exceptional condition throughout; cash or £135 deposit, balance 1,2 or 3 years.

JACIE STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5. 1976-7. Insurance Dept. Putney 8241 and 7450. [18854]

STANDARD 1947 12hp drophead, first-class condition throughout, fittings include heater, extra tank, wireless, etc.—Contact Welwyn 232. [19722]

SEPT. 1946 Standard 12 saloon, grey, Masteradio, owner going abroad; £497.—Wareing, Coombe Cottage, Sturminster-Marshall, Dorset. [19665]

£150—1938 Standard 12 de luxe saloon, leather, perfect condition.—Great Western Motors, Ltd., 6-8 Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [19666]

1947 Standard 12 de luxe saloon, fitted radio, heating, demisters, etc., well maintained throughout its life, 15,000 miles only; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [18798]

£265—1938 (August) Flying Standard 12 de luxe saloon, immaculate throughout and mechanically equal to new, superb car.—Great Western Motors, Ltd., 6-8 Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [19628]

STANDARD 12

295 gns.—Standard 12, 1938, de luxe 4-door saloon, black, sliding head, blue leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Standard Flying 12 (May, 1936) de luxe 4-door saloon, duo-grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19956]

STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black-red, 6,000 miles; £625.

H. A. SAUNDERS, Ltd., Austin House, High Rd., H. North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [19657]

JOE THOMPSON (MOTORS), Ltd.

1948 (June) Standard 14 saloon, colour black, fitted radio, immaculate condition; £725.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4555. [19894]

1947 Standard 14 saloon, one private owner, 11,000 miles; £695.

GEORGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. Euston 4466. [19978]

1946 Standard 14 saloon, black, green leather, interior covers; £625.

GEORGE NEWMAN & CO., 369, Euston Rd., London, N.W.1. Euston 4466. [19976]

ARCHIE SIMONS & CO., Ltd.

1947 Standard 14 saloon, colour black, fitted radio, 11,000 miles; £695.

GEORGE SIMONS & CO., Ltd.—1947 Standard 14hp saloon de luxe; £665.—94, Gr. Portland Street, W.1. Lan. 1343. [19477]

GORDON CARS (LONDON), Ltd., 1948 Standard 14 saloon, black, black leather, 11,000 miles; £695.

GEORGE SIMONS & CO., Ltd., 94, Gr. Portland Street, W.1. Lan. 1343. [19478]

1948 Standard 14 drop head coupe, £725.

1948 Standard 14 saloon, £600; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earl's Court Rd., London, S.W.5. Frobisher 0063. 0929. [17849]

1947 Standard 14 de luxe saloon, black, property of managing director, engineer maintained regardless of cost, excellent condition throughout, fitted radio, new car available at nearest 2600.—Rowland Smith, Leicester Rd., Hale, Cheshire. [1031]

STANDARD VANGUARD

DAGENHAM MOTORS, Ltd., offer the following:—

1949 Standard Vanguard saloon, gunmetal, red leather, 10,000 miles, one owner; £1,000.

56 Park Lane, W.1. Regent 4866. [9017]

1949 Standard Vanguard saloon, gunmetal, red leather, 5,000 miles; £515.

1949 British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [19551]

ORDERS your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214]

1949 (February) Standard Vanguard saloon, green, 10,000 miles; £725.

FERRARI 1600 GTC, £1,000. [19488]

1947 Standard 14 de luxe saloon, black, property of managing director, engineer maintained regardless of cost, excellent condition throughout, fitted radio, new car available.—Rowland Smith, Leicester Rd., Hale, Cheshire. [1031]

1949 (January) Standard Vanguard, green, leather, can be seen and tried at—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [19682]

STANDARD Vanguard, finished grey with red leather.

Steel body, radio, moderate mileage, no faults, condition throughout; trade or part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [19662]

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1948 Standard 8 saloon, 12,000 miles; £515.

1947 Standard 8 saloon, 20,000 miles; £425.

1948 Standard 12 drop head coupe, 7,000 miles; £825.

1948 Standard 14 saloon, 5,000 miles; £835.

1947 Standard 14 saloon, radio, 12,000 miles; £725.

1949 Standard Vanguard saloon choice of two.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [19663]

STARNES MOTORS offer:—

£450—Standard saloon, 8hp, 1947 (September).

£695—Standard saloon, 12hp, 1948 (April), black with green leather trim, one careful owner, 10,362 miles only; immaculate.

STARNES MOTORS, Standard Sales and Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [1101]

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6098. [10053]

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [10053]

Standard Cars Wanted

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10989]

MARSTON MOTOR CO. Ltd. for your Standard.—

M Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [10181]

SPIKES (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Standards, all models.—Popesgreen 1035. [19590]

Standard Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Standard cars—150, Park Lane, W.I. Grosvenor 5434. [0973]

CASH immediately for good Standard—H. F. Edwards, 28, Upper High St., Epsom 9400. [1001]

STARNE'S MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431]

URGENTLY wanted, good condition Standard cars—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757]

Standard Spares & Services

S & T SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 9114.

STANDARD and Triumph spare parts, place your orders with John Kay (Leeds), Ltd., 18, New York Rd., Leeds. 2.

REPAIRS and service for Standard and Triumph cars by the Standard agents—Kellross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294]

STANDARD spares for all models; largest provincial stockists—Hollingdrake Automobile Co., Ltd., Shipton (Tel. 4464) and Prince's Drive, Colwyn Bay [0359]

SPARE parts by return of post; quote commission number of car when ordering—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. [0475]

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimseye 561. [0255]

STANDARD spares, large stocks—Post your enquiries to—Rowland Motor Co., Northdown Rd., Margate; distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918]

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned standard spares and stocks of spares for all models; the Standard specialists for over 25 years—137-149, Widmore Rd., Bromley, Kent. Ray. 5466-7-8-9. [0367]

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Standard owners.—Mayfair 5242. [0870]

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months.—Finchley 2908-9. Arcadia Av., Finchley, N.3. Finchley 2908-9. [0002]

STUDEBAKER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black: £250.—Portsmouth Rd., Guildford Tel. 62907. [7577]

1940 Studebaker President saloon, excellent condition: £275; exchanges, terms.—Cambridge Motors, 36-40, Fore St., Edmonton, N.18. Tel. Tottenham 5560. [5668]

Studebaker Cars Wanted

1939 1947 low-mileage Studebaker required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [19556]

Studebaker Spares & Services

A LL spares Studebaker, 1934—G. Watts, Chatham, A Canterbury. [19395]

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot 90 sports saloon, 1,000 miles: £1,375.

1948 Sunbeam-Talbot 90 sports saloon, 5,000 miles: £1,325.—Car Mart, Ltd., 150, Park Lane, W.I. Grosvenor 5434. [9007]

B. N. WHITE-SPUNNER, Ltd.

1949 Sunbeam-Talbot 80 saloon, pastel green, 8,000 miles fitted with H.M.V. radio, beautiful condition: £1,225.

B. N. WHITE-SPUNNER, Ltd., Rootes Group Main Dealers, London Rd., Isleworth. Tel. Hounslow 2552 and 2554. [9960]

BROWN'S for Sunbeam-Talbot.

1947 (Dec.) Sunbeam-Talbot 10hp drop head four-some coupe, low mileage, immaculate condition: £760. 3 months' guarantee.—Brown's Garage Loughton (Essex) 4119. [Tube.] [5093]

WARWICKES WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 7,000 miles: £1,225.

1948 Sunbeam-Talbot 90 saloon, black, fawn leather, 9,000 miles: £1,295.

1949 Sunbeam-Talbot 90 saloon, granite grey, grey leather, radio, 8,000 miles: £1,325.

WARWICKES WRIGHT, Ltd., 150, New Bond St., W.1 Mayfair 9761. [9874]

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 2-litre saloon, ruby-fawn cloth, 14,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10 saloon, black-brown leather, exceptional. Below.

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10 saloon, grey-grey cloth, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9590]

£765—1947 Sunbeam-Talbot 10hp sportsman's saloon, metallic grey, one owner 11,000 miles, immaculate.

CARLTON MOTORS. Sunbeam-Talbot specialists, Lake St., Leighton Buzzard. Tel. 2391 and 3115. 14 other examples in stock; write for 18-page post-free list. Easy and confidential hire purchase facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. stations frequent trains from Euston and Watford Green to 50 miles by road under 4 miles off main A5 Watling St. Fares refunded to purchasers from any part of the country. See our full-page advert. in this issue. [19764]

SUNBEAM-TALBOT

1949 Sunbeam-Talbot 10hp saloon de luxe, black with brown leather upholstery, very exceptional condition: £1,225.

HUNTERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [1975]

1948 Sunbeam-Talbot (June), 9,000 miles, as new, silver grey: £775.—Panitas Service Garage, London Rd., Guildford. Tel. 5326. [6791]

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Wincheter 4834. [1943]

1948 (July) Sunbeam-Talbot 90 saloon, metallic grey, H.M.V. radio, £1,050.—Bells Service Garages, 142, London Rd., Kingston-upon-Thames. Kingston 1185. [1059]

1948 (Jan.) Sunbeam-Talbot 10hp de luxe saloon, one owner, guaranteed 5,000 miles as new: £825.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [1861]

1949 Sunbeam-Talbot 90 saloon; out of covenant Feb. 6th, 8,000 miles; perfect condition: firm offers to Whitchurch Building Supply Co. (Shropshire), Ltd., Talbot Street, Whitchurch, Salop. [19463]

1949 Sunbeam-Talbot 80 saloon, 10,000 miles, well maintained, colour satin bronze with red leather interior, as new: £1,150.—Part exchange deferred terms.—Archway Garage, 120a, Walmer Rd., W.1. Tel. 7291. [19531]

PRIVATELY owned Sunbeam-Talbot 3-litre saloon, first registered March 1939, guaranteed first class condition throughout, mileage only 8,000 miles since reconditioned engine fitted, R.A.C. or A.A. inspection invited; price £525, taxed, full book coupons.—Write Floulkes, The Vauld, Marden, Hereford. [19851]

495 gns.—Sunbeam-Talbot 1939 3-litre de luxe 4-door saloon, gunmetal, sliding side door, grey leather, wheel discs, twin wind-tone horns, recent £140 engine overhaul, excellent condition, terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19949]

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3555.)

CANTERBURY.—(Canterbury 3232.)

OCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [1011]

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 5041. [19900]

CASH immediately for good Sunbeam-Talbot—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [19991]

CHARLES RICKARDS, Ltd., wish to purchase good used Sunbeam-Talbot cars.—56, Baywater Rd., W.2. Paddington 1820. [19437]

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 44558. [10463]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Held, Ltd., 100-102, Newgate St., Birmingham, 2. [0089]

Sunbeam-Talbot Spares and Services

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbeldon, and Wilton Mews, S.W.1. Liberty 4390. [18784]

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 22-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519]

TALBOT

R. P. FUGGLE, Ltd., the oldest Talbot specialists, have for sale the following Talbot cars, all of which have our utmost recommendation:—

1936 105 Speed sports saloon.

1935 110 James Young 2-door saloon.

1935 Long 75 6-light saloon.

1933 95 6-light saloon.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [18968]

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 9747. [19755]

1938 (reg. Nov.) Talbot 3-litre saloon, colour blue, licensed March; accept £395 as immediate sale.—Box 2379. [1124]

245 gns.—Talbot 10 1936 sports saloon, dark green, sliding head, green hide, wood panel, tax-free, terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, below.

345 gns.—Talbot 10 1938 model foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Talbot 1934 21hp 105 Speed sports 4-seater, blue, blue leather, pre-selector, carefully used, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [19950]

1937 Talbot 75 sports saloon, fitted discs, beautiful condition, owner going abroad: £395. [19964]

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide. 33,000 miles only synchromesh, Andre telecontrols, Philco radio, and many other extras. looks and runs as new: £575.—39 College Crescent, Swiss Cottage, N.W.3. Primrose 5814. [19650]

TALBOT

1938 3-litre Talbot, exceptionally clean, one owner, open to any trial and examination, accept £625.—Berkshire Park, Ltd., Stafford Rd., Wallington. [1705]

1935 105 sports tourer, laid-up many years, total mileage 54,000, recently overhauled, tyres, paintwork new, car for the connoisseur: £275.—Campbell Symonds, Wembley 6262. [19490]

Talbot Cars Wanted

CASH immediately for good Talbot—H. F. Edwards, 28, Upper High St., Epsom 9400. [1002]

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 0041. [10991]

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 Roadster, 5,000 miles: £905 (M.T.A. consent).

1948 Triumph 1800 Town & Country saloon, 6,000 miles: £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9006]

NEWNHAMS, Ltd.

1949 2000 model Roadster, bronze, under 2,000 miles, B.M.T.A. consent.

1947 1800 saloon, grey with blue, very carefully used: £895.

1939 1½-litre Dolomite sports saloon, very exceptional car: £435.

NEWNHAMS House, 235-7-9, Hammeramith Rd., London W.6. Rivera 4646. [1948]

TOM GARNER, Ltd., offer:—

1948 Triumph 1800 razor edge saloon, black with beige leather, H.M.V. Radiomobile 4,000 miles.

TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. [1949]

HAROLD RADFORD & Co., Ltd.

1948 (July) Triumph 1800 razor edge saloon, black with blue leather upholstery, 7,500 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [18244]

CARLTON FOLLETT, Ltd., offer:—

1949 Triumph razor-edge saloon, gunmetal, grey leather, 1 owner, 10,000 miles, condition as new: £1,150; free of covenants.

18 (May) Triumph 1800 razor edge saloon, black with blue leather, 1 owner, May. 6266.

SERVICE Works and Stores 12, Wellesley Ave., W.6. Riv. 1413.

WANSTEAD MOTORS, Ltd., offer:—

1949 (April) Triumph Roadster, 4,000 miles, champagne.

1949 (April) 1800 razor edge saloon, black, 19,000 miles, champagne.

1949 (April) 1800 roadster, black, 19,000 miles, champagne.

TRIUMPH

495 gns.—Triumph Dolomite (July, 1940) 14/65hp Roadster coupe. Cambridge blue, blue leather. Ace discs, new hood, good condition; terms, exchanges.—Rowland Smith below.

895 gns.—Triumph 1800 1948 Roadster, gunmetal, blue leather, H.M.V. radio, 15,000 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

850 gns.—Triumph Dolomite (June, 1947) supercharged Roadster, apple green, leather upholstery, Norden blower. Notek lamps, good tyres, one careful owner, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays. Tel. 08104 Hounslow (Hampstead Tube). Hamstead 6041. [1951]

£845 black, maroon leather, speedometer reading 21,000, truly immaculate condition; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [1954]

1934 Triumph Gloria 13hp sports saloon, Cambridge blue, blue leather interior, good tyres, steel 2145; terms, open post and pre-war vehicles, exchanges.—Harold Webb Motors, Ltd., 358-40, High Rd., Ilford. Tel. Ilford 3151. [1974]

Triumph Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [1974]

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1003]

R OWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1952]

POST-WAR Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1989]

M ARSTON MOTOR CO. Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [1918]

T RIUMPH Roadster, 1948, wanted, small mileage; cash or part exchange Singer 10 saloon.—Ring before 5, Chelton, Kent 85264. [1952]

S PIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popesgrove 1035. [1954]

Triumph Spares and Services

S & T SERVICE and spares for all models.

S TANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2 Maida Vale 9114.

N EWNHAMS, Ltd.

T RIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newham House 255-79, Hammersmith Rd., W.6. Riv. 4646. [1959]

A SIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735.

T RIUMPH spares for all post-war models; largest provincial stockists.—Holdingside Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322).

R ESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342]

UTILITY CARS

J ACQUIER, Ltd., offer:—

1949 Ford 10 Martin Walter Utecon, low mileage, very little use; £625.—225-7. Hammersmith Rd., W.6. Riverside 6677-8. [1956]

H AROLD RADFORD & Co. Ltd.

1948 (Dec.) Jowett-Bradford 6-light utility, green and black, 6,300 miles, very carefully maintained.

H AROLD RADFORD & Co. Ltd., specialists in re-designing and building wooden metal-panelled shooting brake or all-metal Farmalite dual-purpose van bodies, etc., selected in stock for immediate delivery; tel. or call 2111 for full details.—Harold Radford & Co. Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [5726]

P ALMERS MOTORS, Ltd., offer:—

M ORRIS 8 Utility, special coachwork body streamlined, modern disc wheels, with £50 wireless fitted, at present on red, easily converted to white; £375; exchanges and terms.—53, York St., Twickenham, Popesgrove 1890, 7067. [1948]

1947 Austin 16 shooting brake, good condition throughout, 25,000 miles, one owner; £750. —Box 2256. [1946]

1948 Jowett-Bradford de luxe utility, low mileage, one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1946]

1948 Hillman 10hp estate utility, indistinguishable from new.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [1929]

C YRIL SHEPPARD offers: Jowett Bradford 1949 (Feb.) de luxe Utility, 9,057 miles, as new: £550.—Riseley, Berks. Reading 83147. [1955]

£350 nice order throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [1948]

C YRIL SHEPPARD offers: Hillman 1948 (July) estate car, Phase II, 10,283 miles, one owner, as new, grey.—Riseley, Berks. Reading 83147. [1955]

1947 (registered) Number 27hp chassis fitted with wood paneling, excellent appearance and mechanical condition; £19 tax; £325.—FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [1954]

1948 (June) Hillman Minx Estate car, Phase II, grey, 12,000 miles, immaculate; £685.—R. C. Wimbush, Ltd., 312, Earl Court Rd., S.W.5. Fremantle 8401. [1961]

40-50 shooting brake, seat 3, seats detachable, £800 recently spent on it; new body, a definite bargain.—Baracca's Garage, North St., Ashton, Kent, 63. [1103]

H ILLMAN 10 estate Utility, latest 1948 type. Minx chassis, low mileage, exceptional condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [1952]

UTILITY CARS

£175.—1936 model Chevrolet coachbuilt supercharged, unmarked.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., London E.C.2. [1963]

STANDARD 14 Estate car, finished green with grey leather, small mileage, first registered June 1948, exceedingly attractive.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [8104]

1948 Series II Hillman estate car, grey, 10,000 miles; particularly well maintained, recently decarbonised and in excellent order.—C. A. Petro, Ltd., 42, North Audley St., W.1. Mayfair 3051. [1676]

JOWETT-BRADFORD Utility van, 1948, fitted side windows and clear glass floor, grey brown leather, 4,200 miles, only unmarked.—Speedwell 0011. [1952]

AUSTIN 14, 1948, Golders Green Rd., London, N.W.11. Speedwell 0011. [1952]

1948 12 hp upwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle; keen prices.—Mitre Motors (Croydon), 39, 41 & 43, Canterbury Rd., West Croydon. [1952]

£150 1948 model Waleyse 12 de luxe coachbuilt utility, superb, unmarked condition, removable seats in rear, C licence.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1061-2. [1963]

SINGER 1948 (October) new Super 10 chassis, fitted with coahbuilt van body, having glass side windows and drop tailboard, one owner, 8,600 total miles, immaculate appearance, etc.—E645.—G.atty & Sons, Ltd., Ellin St., Sheffield, 1. Tel. 2505. [1952]

£595 1949 Hillman Minx (Nov., 1947) 10hp Estate car, green, standard 4-door 5-seater with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041. [1955]

Utility Cars Wanted

R OWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1952]

VAUXHALL 10 WEMBLEY COURT MOTORS, offer:—

1946 Vauxhall 10 saloon, black, in excellent condition throughout, bargain; £550.—High Rd., Wembley. Arnold 5221-2. [1941]

1940 Vauxhall 10 saloon, kept up to faultless order; £355; another, de luxe; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [1940]

£345—Vauxhall 10 1938 4-door saloon, leatherette as new; many others.—Bennetts, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube). [1940]

NAYLOR & ROOT, Ltd., 1938 Vauxhall 10 4-door de luxe saloon, black, red leather upholstery, wood door spindles; £575.—Three month guarantee. Choice of 250 quality cars; terms available 25-30, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [1953]

VAUXHALL 12 H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall 12 saloon de luxe, 9,000 miles, radio; £735. [1948]

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillsides 0024. [1955]

1947 Vauxhall 12 de luxe saloon, black, immaculate, 8,600 miles; £625.—Palm Bay Garage, Margate. Tel. 919. [1943]

1946 12bhp Vauxhall saloon, one owner, reconditioned engine fitted with black, brown leather, black, brown leather, £560.—GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [1971]

1947 Vauxhall 12, black and brown, 5,000 miles, excellent condition; £650.—H. Solomon & Sons, Camberley. Tel. 34. [1968]

1940 Vauxhall 12 saloon, sun roof, black, blue leather, reconditioned engine just fitted; excellent value; £345.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [1965]

1948 (May) Vauxhall 12hp de luxe, black, blue, one owner, genuine 9,000 miles, as new; £650.—Gibson, Sykes & Co., Ltd., 1, Park Lane, W.1. Park 5066-7. [1948]

1948 Vauxhall 12, fitted heater, radio, twin hooters, oil-coil, cloth upholstery, whole car as new.—Robin Hood Garage (Anerley), Ltd., 97-99, Anerley Rd., Anerley, S.E.20. Tel. Sydenham 7056-7. [1954]

1948 Vauxhall 12, fitted heater, radio, twin hooters, oil-coil, cloth upholstery, whole car as new.—Robin Hood Garage (Anerley), Ltd., 97-99, Anerley Rd., Anerley, S.E.20. Tel. Sydenham 7056-7. [1954]

1948 Vauxhall 12, black, blue, fawn leather, heater, radio, twin spot lights, 9,000 miles; perfect condition; £815.—G. R. Garbett, Ltd., 35, Victoria Rd., Surbiton. Tel. Elmbridge 4383. [1950]

VAUXHALL 25 (Nov.) Vauxhall Wyvern 12hp saloon, 8,000 miles only.—Autowork, Ltd., Winchmore 4834. [1948]

1948 (Nov.) Vauxhall Wyvern saloon, radio, one owner, 7,000 miles; £725.—Broadway Motors, 67 High St., Hounslow. Tel. 0175. [1957]

H. M. BENTLEY & PARTNERS have available 1949 H. model Vauxhall Velox in black, with fawn leather, first-class condition; £845.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [1953]

1948 (Sept.) Vauxhall Velox saloon, black/beige with spot lights, 9,000 miles; perfect condition; £815.—G. R. Garbett, Ltd., 35, Victoria Rd., Surbiton. Tel. Elmbridge 4383. [1950]

VAUXHALL MISCELLANEOUS

S HAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114 Wardour St., W.1. Gerrard 4363. [10017]

CAR MART, Ltd.

1947 Vauxhall 10 saloon, radio, 6,000 miles; £685. [1947]

1948 Vauxhall 12 saloon, 4,000 miles; £775. [1948]

1948 Vauxhall 14 saloon, radio, 10,000 miles; £795. [1948]

1948 Vauxhall Wyvern saloon, 9,000 miles; £795. [1948]

1948 Vauxhall Velox saloon, 2,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1909]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 14hp, black, brown leather spotless, 14,000 miles.

1948 Velox, blue, fawn leather, heater, 4,500 miles.

ALWAYS a good selection of used Vauxhalls in stock with purchase for cash all Vauxhall cars, including latest models.

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 7373, Bromley (Merton) 0027. [1928]

GREGORY'S, Ltd., 2, Bishopsgate, E.C.2 (Bish. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited.

PRIVATE buyers only and those on our waiting lists preferred are offered specially low-priced second-hand cars, including some 1948 models.

1948 14hp post-war saloons from £495; also pre-war Ford V8 saloon from £100; all thoroughly vetted.—Broadway Motor Co., 3/13, Russell Rd., Wimbledon (opposite Wimbledon Theatre). Liberty 2494 (Mr. Sullivan). Vauxhall and Bedford main agents.

10495

Vauxhall Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975]

S SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114 Wardour St., W.1. Gerrard 4363. [10018]

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994] LONDON CARS require 1937-40 Vauxhall 14hp saloons and 25hp 4-door cabriolets, good condition essential. LONDON CARS, 2 and 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [9913]

7-SEATERS private Limousines required, cash waiting. ALPE & SAUNDERS, Providence Court, Grosvenor Square, Mayfair 2941. [10968]

MODERN low-mileage Vauxhall 10, 12 and 14hp.

Modern urgently wanted; write or call—Golly's Garage, Ltd. 11a, Earls Court Rd., S.W.5. Frobisher 0063. [0929].

HAMILTON MOTORS (LTD.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.

466-490 Edgware Rd., London W.2. Call, write or phone Paddington 0022. [10699]

A. E. PALMER MOTORS, Ltd., Luton (the home of Vauxhall cars), require Vauxhalls of all types.

1934/40-1946/9, spot cash; hire purchase accounts settled.—A.E. Palmer Motors, Ltd., Luton. Tel. 4122. [9080]

Vauxhall Spares and Services

BRADWAY MOTOR CO.

We specialize in service replacement units for Vaux-

hall 10, 12 and 14hp, etc.

GEARBOXES differential units, front suspension units, engine units, stock of Vauxhall spares.

BRADWAY MOTOR CO. 3-13, Russell Rd., Wimble-

don, S.W.19. Liberty 2494/5. Stores: Liberty 6368. Grams: Autospares, Wimble, London. [10653]

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges. COMPLETEDLY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price. Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 5276. [10605]

FOR Vauxhall mudguards, running boards, 1935-45.

Brooks, 85, Queens Rd., Brighton. [10381]

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196]

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634. [0440]

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393]

VAUXHALL main dealers, specialists in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares; also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd., Tel. Kingston 3116. [3842]

VETERAN CARS

RENAULT, Phoenix, Minerva, Brennabor, Cadillac, etc., for sale.

WELHAM'S, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [10201]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales service and spares.

WILLYS

£165—Late 1939 Willys 16hp 4-door saloon, black, sound mechanically, interior requires attention; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [9683]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors for Wolseley cars.

1947 Wolseley 8 saloon, black, brown leather upholstery, choice of 2 cars, both cars in excellent condition.

1946 14hp Wolseley saloon, green, brown leather upholstery, one owner, in immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5851), and 12, Chelsea Manor St., S.W.1. (Flaxman 8181). [0912]

OVERSEAS CARS, Ltd.

1947 8hp Wolseley saloon, green, one careful owner, excellent condition throughout; £575.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [19916]

BRONWS for Wolseleys.

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently: £465.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616]

WEMBLEY COURT MOTORS offer:-

1936 Wolseley 10 saloon, black, in excellent condition throughout, bargain: £225.—High Rd., Wembley. Arnold 5221-2. [19072]

COOMES & SON (GUILDFORD), Ltd., offer:-

1937 (May) Wolseley 16-30 saloon de luxe 4-door saloon, black, sliding head, brown leather, mechanically perfect, excellent condition: £375.—Portsmouth Rd., Guildford. Tel. G2907. [17289]

£250—1937 Wolseley 12/48 saloon recent over-haul: bargain.

BRADWAY, Ltd., 150-154, West End Lane, N.W.6. Hampstead 6490. [10966]

1940 Wolseley 18-25, good condition, 20 mpg, always privately owned: £375.—Sunbury 3173. [9899]

WOLSELEY

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

OFFER the following:-

1947 14hp Wolseley saloon de luxe colour black, brown, leather upholstery, any trim—£1,657.5. Sloane St., S.W.1. Tel. Sloane 9288. [10673]

BARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston Tel. 3348. [10683]

269 gns.—1937 Wolseley 10 de luxe saloon, superb condition.—Autosnips, 5, Balham, High Rd., Balham 1508. [19821]

1938 Wolseley 18/80 de luxe saloon, black, brown, one owner, recent reconditioned engine: £550. [10674]

RAY MOTOR, 180-184, West End Lane, N.W.6. Hampstead 6490. [10969]

ACHIE SIMONS & Co., Ltd.—1947 Wolseley 12hp 12hp saloon de luxe: £795.—94, Portland Street, W.1. Lan. 1343. [19478]

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd. 75, Gt. Portland St., W.1. Langham 5506-7. [14209]

£785—1947 Wolseley 14 saloon, immaculate condition.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [10978]

MODERN low-mileage Vauxhall 10, 12 and 14hp.

Modern urgently wanted; write or call—Golly's Garage, Ltd. 11a, Earls Court Rd., S.W.5. Frobisher 0063. [0929].

HAMILTON MOTORS (LTD.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.

466-490 Edgware Rd., London W.2. Call, write or phone Paddington 0022. [10699]

A. E. PALMER MOTORS, Ltd., Luton (the home of Vauxhall cars), require Vauxhalls of all types.

1934/40-1946/9, spot cash; hire purchase accounts settled.—A.E. Palmer Motors, Ltd., Luton. Tel. 4122. [9080]

Vauxhall Spares and Services

BRADWAY MOTOR CO.

We specialize in service replacement units for Vaux-

hall 10, 12 and 14hp, etc.

GEARBOXES differential units, front suspension units, engine units, stock of Vauxhall spares.

BRADWAY MOTOR CO. 3-13, Russell Rd., Wimble-

don, S.W.19. Liberty 2494/5. Stores: Liberty 6368. Grams: Autospares, Wimble, London. [10653]

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges. COMPLETEDLY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price. Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 5276. [10605]

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Letters:—Roberts, 26 Sunny Hill, Hendon, N.W.4. [19795]

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3100/-, 3125/-, 3150/-, 3175/-, 3200/-, 3225/-, 3250/-, 3275/-, 3300/-, 3325/-, 3350/-, 3375/-, 3400/-, 3425/-, 3450/-, 3475/-, 3500/-, 3525/-, 3550/-, 3575/-, 3600/-, 3625/-, 3650/-, 3675/-, 3700/-, 3725/-, 3750/-, 3775/-, 3800/-, 3825/-, 3850/-, 3875/-, 3900/-, 3925/-, 3950/-, 3975/-, 4000/-, 4025/-, 4050/-, 4075/-, 4100/-, 4125/-, 4150/-, 4175/-, 4200/-, 4225/-, 4250/-, 4275/-, 4300/-, 4325/-, 4350/-, 4375/-, 4400/-, 4425/-, 4450/-, 4475/-, 4500/-, 4525/-, 4550/-, 4575/-, 4600/-, 4625/-, 4650/-, 4675/-, 4700/-, 4725/-, 4750/-, 4775/-, 4800/-, 4825/-, 4850/-, 4875/-, 4900/-, 4925/-, 4950/-, 4975/-, 5000/-, 5025/-, 5050/-, 5075/-, 5100/-, 5125/-, 5150/-, 5175/-, 5200/-, 5225/-, 5250/-, 5275/-, 5300/-, 5325/-, 5350/-, 5375/-, 5400/-, 5425/-, 5450/-, 5475/-, 5500/-, 5525/-, 5550/-, 5575/-, 5600/-, 5625/-, 5650/-, 5675/-, 5700/-, 5725/-, 5750/-, 5775/-, 5800/-, 5825/-, 5850/-, 5875/-, 5900/-, 5925/-, 5950/-, 5975/-, 6000/-, 6025/-, 6050/-, 6075/-, 6100/-, 6125/-, 6150/-, 6175/-, 6200/-, 6225/-, 6250/-, 6275/-, 6300/-, 6325/-, 6350/-, 6375/-, 6400/-, 6425/-, 6450/-, 6475/-, 6500/-, 6525/-, 6550/-, 6575/-, 6600/-, 6625/-, 6650/-, 6675/-, 6700/-, 6725/-, 6750/-, 6775/-, 6800/-, 6825/-, 6850/-, 6875/-, 6900/-, 6925/-, 6950/-, 6975/-, 7000/-, 7025/-, 7050/-, 7075/-, 7100/-, 7125/-, 7150/-, 7175/-, 7200/-, 7225/-, 7250/-, 7275/-, 7300/-, 7325/-, 7350/-, 7375/-, 7400/-, 7425/-, 7450/-, 7475/-, 7500/-, 7525/-, 7550/-, 7575/-, 7600/-, 7625/-, 7650/-, 7675/-, 7700/-, 7725/-, 7750/-, 7775/-, 7800/-, 7825/-, 7850/-, 7875/-, 7900/-, 7925/-, 7950/-, 7975/-, 8000/-, 8025/-, 8050/-, 8075/-, 8100/-, 8125/-, 8150/-, 8175/-, 8200/-, 8225/-, 8250/-, 8275/-, 8300/-, 8325/-, 8350/-, 8375/-, 8400/-, 8425/-, 8450/-, 8475/-, 8500/-, 8525/-, 8550/-, 8575/-, 8600/-, 8625/-, 8650/-, 8675/-, 8700/-, 8725/-, 8750/-, 8775/-, 8800/-, 8825/-, 8850/-, 8875/-, 8900/-, 8925/-, 8950/-, 8975/-, 9000/-, 9025/-, 9050/-, 9075/-, 9100/-, 9125/-, 9150/-, 9175/-, 9200/-, 9225/-, 9250/-, 9275/-, 9300/-, 9325/-, 9350/-, 9375/-, 9400/-, 9425/-, 9450/-, 9475/-, 9500/-, 9525/-, 9550/-, 9575/-, 9600/-, 9625/-, 9650/-, 9675/-, 9700/-, 9725/-, 9750/-, 9775/-, 9800/-, 9825/-, 9850/-, 9875/-, 9900/-, 9925/-, 9950/-, 9975/-, 10000/-, 10025/-, 10050/-, 10075/-, 10100/-, 10125/-, 10150/-, 10175/-, 10200/-, 10225/-, 10250/-, 10275/-, 10300/-, 10325/-, 10350/-, 10375/-, 10400/-, 10425/-, 10450/-, 10475/-, 10500/-, 10525/-, 10550/-, 10575/-, 10600/-, 10625/-, 10650/-, 10675/-, 10700/-, 10725/-, 10750/-, 10775/-, 10800/-, 10825/-, 10850/-, 10875/-, 10900/-, 10925/-, 10950/-, 10975/-, 11000/-, 11025/-, 11050/-, 11075/-, 11100/-, 11125/-, 11150/-, 11175/-, 11200/-, 11225/-, 11250/-, 11275/-, 11300/-, 11325/-, 11350/-, 11375/-, 11400/-, 11425/-, 11450/-, 11475/-, 11500/-, 11525/-, 11550/-, 11575/-, 11600/-, 11625/-, 11650/-, 11675/-, 11700/-, 11725/-, 11750/-, 11775/-, 11800/-, 11825/-, 11850/-, 11875/-, 11900/-, 11925/-, 11950/-, 11975/-, 12000/-, 12025/-, 12050/-, 12075/-, 12100/-, 12125/-, 12150/-, 12175/-, 12200/-, 12225/-, 12250/-, 12275/-, 12300/-, 12325/-, 12350/-, 12375/-, 12400/-, 12425/-, 12450/-, 12475/-, 12500/-, 12525/-, 12550/-, 12575/-, 12600/-, 12625/-, 12650/-, 12675/-, 12700/-, 12725/-, 12750/-, 12775/-, 12800/-, 12825/-, 12850/-, 12875/-, 12900/-, 12925/-, 12950/-, 12975/-, 13000/-, 13025/-, 13050/-, 13075/-, 13100/-, 13125/-, 13150/-, 13175/-, 13200/-, 13225/-, 13250/-, 13275/-, 13300/-, 13325/-, 13350/-, 13375/-, 13400/-, 13425/-, 13450/-, 13475/-, 13500/-, 13525/-, 13550/-, 13575/-, 13600/-, 13625/-, 13650/-, 13675/-, 13700/-, 13725/-, 13750/-, 13775/-, 13800/-, 13825/-, 13850/-, 13875/-, 13900/-, 13925/-, 13950/-, 13975/-, 14000/-, 14025/-, 14050/-, 14075/-, 14100/-, 14125/-, 14150/-, 14175/-, 14200/-, 14225/-, 14250/-, 14275/-, 14300/-, 14325/-, 14350/-, 14375/-, 14400/-, 14425/-, 14450/-, 14475/-, 14500/-, 14525/-, 14550/-, 14575/-, 14600/-, 14625/-, 14650/-, 14675/-, 14700/-, 14725/-, 14750/-, 14775/-, 14800/-, 14825/-, 14850/-, 14875/-, 14900/-, 14925/-, 14950/-, 14975/-, 15000/-, 15025/-, 15050/-, 15075/-, 15100/-, 15125/-, 15150/-, 15175/-, 15200/-, 15225/-, 15250/-, 15275/-, 15300/-, 15325/-, 15350/-, 15375/-, 15400/-, 15425/-, 15450/-, 15475/-, 15500/-, 15525/-, 15550/-, 15575/-, 15600/-, 15625/-, 15650/-, 15675/-, 15700/-, 15725/-, 15750/-, 15775/-, 15800/-, 15825/-, 15850/-, 15875/-, 15900/-, 15925/-, 15950/-, 15975/-, 16000/-, 16025/-, 16050/-, 16075/-, 16100/-, 16125/-, 16150/-, 16175/-, 16200/-, 16225/-, 16250/-, 16275/-, 16300/-, 16325/-, 16350/-, 16375/-, 16400/-, 16425/-, 16450/-, 16475/-, 16500/-, 16525/-, 16550/-, 16575/-, 16600/-, 16625/-, 16650/-, 16675/-, 16700/-, 16725/-, 16750/-, 16775/-, 16800/-, 16825/-, 16850/-, 16875/-, 16900/-, 16925/-, 16950/-, 16975/-, 17000/-, 17025/-, 17050/-, 17075/-, 17100/-, 17125/-, 17150/-, 17175/-, 17200/-, 17225/-, 17250/-, 17275/-, 17300/-, 17325/-, 17350/-, 17375/-, 17400/-, 17425/-, 17450/-, 17475/-, 17500/-, 17525/-, 17550/-, 17575/-, 17600/-, 17625/-, 17650/-, 17675/-, 17700/-, 17725/-, 17750/-, 17775/-, 17800/-, 17825/-, 17850/-, 17875/-, 17900/-, 17925/-, 17950/-, 17975/-, 18000/-, 18025/-, 18050/-, 18075/-, 18100/-, 18125/-, 18150/-, 18175/-, 18200/-, 18225/-, 18250/-, 18275/-, 18300/-, 18325/-, 18350/-, 18375/-, 18400/-, 18425/-, 18450/-, 18475/-, 18500/-, 18525/-, 18550/-, 18575/-, 18600/-, 18625/-, 18650/-, 18675/-, 18700/-, 18725/-, 18750/-, 18775/-, 18800/-, 18825/-, 18850/-, 18875/-, 18900/-, 18925/-, 18950/-, 18975/-, 19000/-, 19025/-, 19050/-, 19075/-, 19100/-, 19125/-, 19150/-, 19175/-, 19200/-, 19225/-, 19250/-, 19275/-, 19300/-, 19325/-, 19350/-, 19375/-, 19400/-, 19425/-, 19450/-, 19475/-, 19500/-, 19525/-, 19550/-, 19575/-, 19600/-, 19625/-, 19650/-, 19675/-, 19700/-, 19725/-, 19750/-, 19775/-, 19800/-, 19825/-, 19850/-, 19875/-, 19900/-, 19925/-, 19950/-, 19975/-, 20000/-, 20025/-, 20050/-, 20075/-, 20100/-, 20125/-, 20150/-, 20175/-, 20200/-, 20225/-, 20250/-, 20275/-, 20300/-, 20325/-, 20350/-, 20375/-, 20400/-, 20425/-, 20450/-, 20475/-, 20500/-, 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1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2020, 2022, 2024, 2026, 2028, 2030, 2032, 2034, 2036, 2038, 2040, 2042, 2044, 2046, 2048, 2050, 2052, 2054, 2056, 2058, 2060, 2062, 2064, 2066, 2068, 2070, 2072, 2074, 2076, 2078, 2080, 2082, 2084, 2086, 2088, 2090, 2092, 2094, 2096, 2098, 2100, 2102, 2104, 2106, 2108, 2110, 2112, 2114, 2116, 2118, 2120, 2122, 2124, 2126, 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2146, 2148, 2150, 2152, 2154, 2156, 2158, 2160, 2162, 2164, 2166, 2168, 2170, 2172, 2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, 2534, 2536, 2538, 2540, 2542, 2544, 2546, 2548, 2550, 2552, 2554, 2556, 2558, 2560, 2562, 2564, 2566, 2568, 2570, 2572, 2574, 2576, 2578, 2580, 2582, 2584, 2586, 2588, 2590, 2592, 2594, 2596, 2598, 2600, 2602, 2604, 2606, 2608, 2610, 2612, 2614, 2616, 2618, 2620, 2622, 2624, 2626, 2628, 2630, 2632, 2634, 2636, 2638, 2640, 2642, 2644, 2646, 2648, 2650, 2652, 2654, 2656, 2658, 2660, 2662, 2664, 2666, 2668, 2670, 2672, 2674, 2676, 2678, 2680, 2682, 2684, 2686, 2688, 2690, 2692, 2694, 2696, 2698, 2700, 2702, 2704, 2706, 2708, 2710, 2712, 2714, 2716, 2718, 2720, 2722, 2724, 2726, 2728, 2730, 2732, 2734, 2736, 2738, 2740, 2742, 2744, 2746, 2748, 2750, 2752, 2754, 2756, 2758, 2760, 2762, 2764, 2766, 2768, 2770, 2772, 2774, 2776, 2778, 2780, 2782, 2784, 2786, 2788, 2790, 2792, 2794, 2796, 2798, 2800, 2802, 2804, 2806, 2808, 2810, 2812, 2814, 2816, 2818, 2820, 2822, 2824, 2826, 2828, 2830, 2832, 2834, 2836, 2838, 2840, 2842, 2844, 2846, 2848, 2850, 2852, 2854, 2856, 2858, 2860, 2862, 2864, 2866, 2868, 2870, 2872, 2874, 2876, 2878, 2880, 2882, 2884, 2886, 2888, 2890, 2892, 2894, 2896, 2898, 2900, 2902, 2904, 2906, 2908, 2910, 2912, 2914, 2916, 2918, 2920, 2922, 2924, 2926, 2928, 2930, 2932, 2934, 2936, 2938, 2940, 2942, 2944, 2946, 2948, 2950, 2952, 2954, 2956, 2958, 2960, 2962, 2964, 2966, 2968, 2970, 2972, 2974, 2976, 2978, 2980, 2982, 2984, 2986, 2988, 2990, 2992, 2994, 2996, 2998, 3000, 3002, 3004, 3006, 3008, 3010, 3012, 3014, 3016, 3018, 3020, 3022, 3024, 3026, 3028, 3030, 3032, 3034, 3036, 3038, 3040, 3042, 3044, 3046, 3048, 3050, 3052, 3054, 3056, 3058, 3060, 3062, 3064, 3066, 3068, 3070, 3072, 3074, 3076, 3078, 3080, 3082, 3084, 3086, 3088, 3090, 3092, 3094, 3096, 3098, 3100, 3102, 3104, 3106, 3108, 3110, 3112, 3114, 3116, 3118, 3120, 3122, 3124, 3126, 3128, 3130, 3132, 3134, 3136, 3138, 3140, 3142, 3144, 3146, 3148, 3150, 3152, 3154, 3156, 3158, 3160, 3162, 3164, 3166, 3168, 3170, 3172, 3174, 3176, 3178, 3180, 3182, 3184, 3186, 3188, 3190, 3192, 3194, 3196, 3198, 3200, 3202, 3204, 3206, 3208, 3210, 3212, 3214, 3216, 3218, 3220, 3222, 3224, 3226, 3228, 3230, 3232, 3234, 3236, 3238, 3240, 3242, 3244, 3246, 3248, 3250, 3252, 3254, 3256, 3258, 3260, 3262, 3264, 3266, 3268, 3270, 3272, 3274, 3276, 3278, 3280, 3282, 3284, 3286, 3288, 3290, 3292, 3294, 3296, 3298, 3300, 3302, 3304, 3306, 3308, 3310, 3312, 3314, 3316, 3318, 3320, 3322, 3324, 3326, 3328, 3330, 3332, 3334, 3336, 3338, 3340, 3342, 3344, 3346, 3348, 3350, 3352, 3354, 3356, 3358, 3360, 3362, 3364, 3366, 3368, 3370, 3372, 3374, 3376, 3378, 3380, 3382, 3384, 3386, 3388, 3390, 3392, 3394, 3396, 3398, 3400, 3402, 3404, 3406, 3408, 3410, 3412, 3414, 3416, 3418, 3420, 3422, 3424, 3426, 3428, 3430, 3432, 3434, 3436, 3438, 3440, 3442, 3444, 3446, 3448, 3450, 3452, 3454, 3456, 3458, 3460, 3462, 3464, 3466, 3468, 3470, 3472, 3474, 3476, 3478, 3480, 3482, 3484, 3486, 3488, 3490, 3492, 3494, 3496, 3498, 3500, 3502, 3504, 3506, 3508, 3510, 3512, 3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530, 3532, 3534, 3536, 3538, 3540, 3542, 3544, 3546, 3548, 3550, 3552, 3554, 3556, 3558, 3560, 3562, 3564, 3566, 3568, 3570, 3572, 3574, 3576, 3578, 3580, 3582, 3584, 3586, 3588, 3590, 3592, 3594, 3596, 3598, 3600, 3602, 3604, 3606, 3608, 3610, 3612, 3614, 3616, 3618, 3620, 3622, 3624, 3626, 3628, 3630, 3632, 3634, 3636, 3638, 3640, 3642, 3644, 3646, 3648, 3650, 3652, 3654, 3656, 3658, 3660, 3662, 3664, 3666, 3668, 3670, 3672, 3674, 3676, 3678, 3680, 3682, 3684, 3686, 3688, 3690, 3692, 3694, 3696, 3698, 3700, 3702, 3704, 3706, 3708, 3710, 3712, 3714, 3716, 3718, 3720, 3722, 3724, 3726, 3728, 3730, 3732, 3734, 3736, 3738, 3740, 3742, 3744, 3746, 3748, 3750, 3752, 3754, 3756, 3758, 3760, 3762, 3764, 3766, 3768, 3770, 3772, 3774, 3776, 3778, 3780, 3782, 3784, 3786, 3788, 3790, 3792, 3794, 3796, 3798, 3800, 3802, 3804, 3806, 3808, 3810, 3812, 3814, 3816, 3818, 3820, 3822, 3824, 3826, 3828, 3830, 3832, 3834, 3836, 3838, 3840, 3842, 3844, 3846, 3848, 3850, 3852, 3854, 3856, 3858, 3860, 3862, 3864, 3866, 3868, 3870, 3872, 3874, 3876, 3878, 3880, 3882, 3884, 3886, 3888, 3890, 3892, 3894, 3896, 3898, 3900, 3902, 3904, 3906, 3908, 3910, 3912, 3914, 3916, 3918, 3920, 3922, 3924, 3926, 3928, 3930, 3932, 3934, 3936, 3938, 3940, 3942, 3944, 3946, 3948, 3950, 3952, 3954, 3956, 3958, 3960, 3962, 3964, 3966, 3968, 3970, 3972, 3974, 3976, 3978, 3980, 3982, 3984, 3986, 3988, 3990, 3992, 3994, 3996, 3998, 4000, 4002, 4004, 4006, 4008, 4010, 4012, 4014, 4016, 4018, 4020, 4022, 4024, 4026, 4028, 4030, 4032, 4034, 4036, 4038, 4040, 4042, 4044, 4046, 4048, 4050, 4052, 4054, 4056, 4058, 4060, 4062, 4064, 4066, 4068, 4070, 4072, 4074,

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LEDS 1000/1200, Ltd., Wortley Lane, Domestic St., Leeds 11. Tel. 25690. [0530]

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FOR Home and Overseas Trading Co.'s petrol economist displayed advertisement see page 66 [0357]

PISTONS

PISTONS, all makes; M.O.S. stockists, rebores, Brackpools, 228, Stanstead Rd., S.E.23. [0540]

SPACELLOID pistons in stock for most makes std., oversizes and liners.—The Vineyard Motor Co. Ltd., 26, Richmond Hill, Surrey. [0370]

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METHANOL in 5-gallon sealed drums; 30/-, plus 5/- returnable on drum, carriage up to 200 miles 5/-; prompt service.—Perce Rye, 495, Fulham Rd., Fulham, S.W.6. Fulham 5643. [0190]

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GALLAY, Ltd. specialise in new radiators, fuel tanks and oil coolers for racing and sports cars.

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BARIMAR for scientific welding repairs under Barimar money-back guarantee.

CRACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankcases, broken crankshafts and all other motor parts perfected, repaired by Barimar; no temperature control.

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WEST CROYDON.—Your engine repair specialists are Bensham Lane Garage for specialised services.—32-34, Bensham Lane. Tel. Tho. 4126. [0310]

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GALLAY, Ltd., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc., chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 103-109, Scrub Lane, Willesden, N.W.10. Ladbrooke 3644.

NATIONAL ASSOCIATION OF CRANKSHAFT & CYLINDER GRINDERS produce a helpful instructive booklet called Modern Engine Repair; before having any engine repairs done it will pay you to send for this free booklet, post free, from Secretary, 110, Ashley Rd., Bristol. [0608]

BRUMBER ENGINEERING Co., Ltd., Head, Crafton Hill, 28, Springfield Works, Waterloo Rd., Cricklewood, N.W.2. 76, St. James St., Bridgton, Glasgow, S.E.1; Durban Works, Willand, Devon, repairs specialists of all types of laminated springs for Commercial vehicles and private cars; priority service for essential vehicles. [0434]

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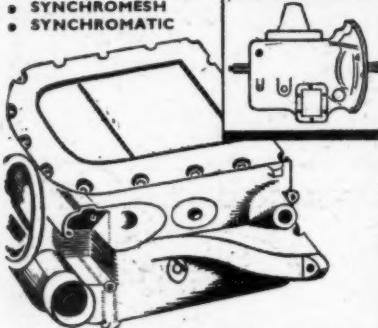
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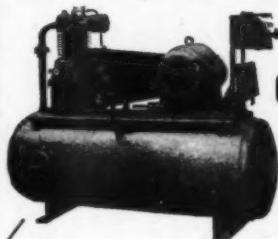
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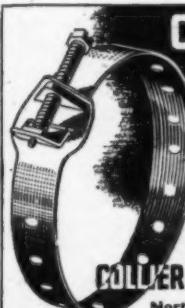
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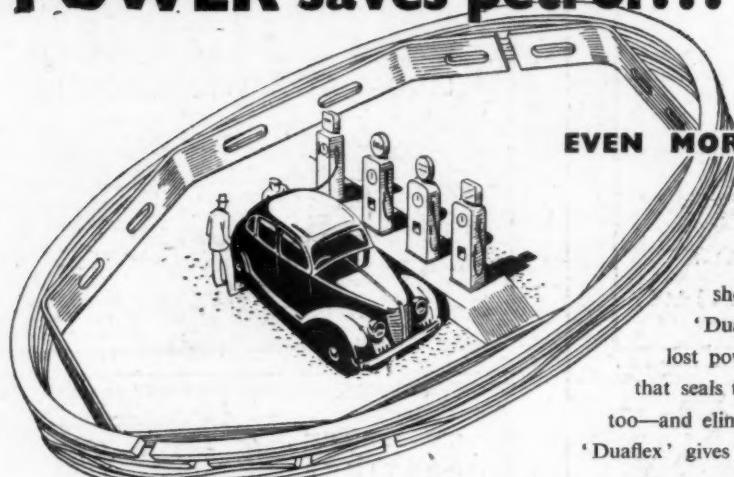


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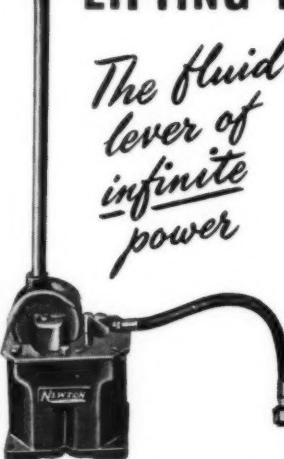
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